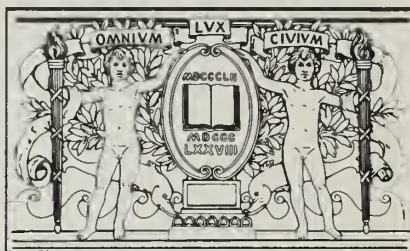


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Allston • Brighton



ALLSTON-BRIGHTON: EXISTING CHARACTERISTICS

FALL, 1971

Boston Redevelopment Authority

Planning Department

ALLSTON-BRIGHTON District Planning Program



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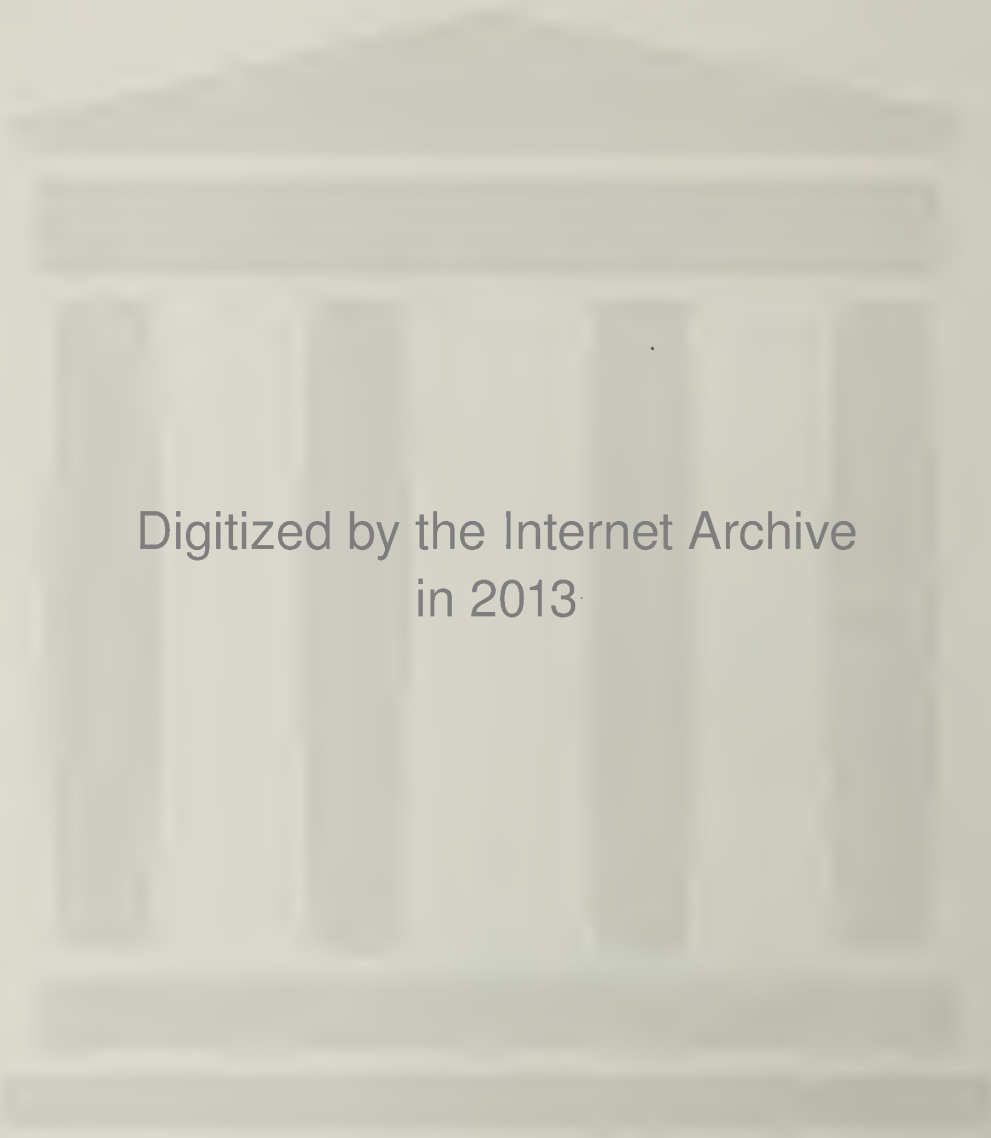
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I. INTRODUCTION

A. DISTRICT PLANNING PROGRAM (See Map 1)

In order to relate the planning process for improving Boston's neighborhoods more closely to local residents, the Boston Redevelopment Authority Planning Department has undertaken a DISTRICT PLANNING PROGRAM. This report has been prepared as part of the District Planning activities underway in Allston-Brighton. The major objective of the program is to establish an ongoing planning process in each district of the City, whereby community residents and City staff can work together in determining local needs, priorities and appropriate courses of action to improve each area.

To this end and to develop a community consensus on important planning issues, the Allston-Brighton Local Advisory Council was established early in 1970. The LAC has and will continue to bring together people from Allston-Brighton who represent a cross-section of community interests and needs. In turn, the Boston Redevelopment Authority Planning Department, in cooperation with the Allston-Brighton Little City Hall, will provide technical planning assistance to the LAC.

B. PURPOSE OF REPORT

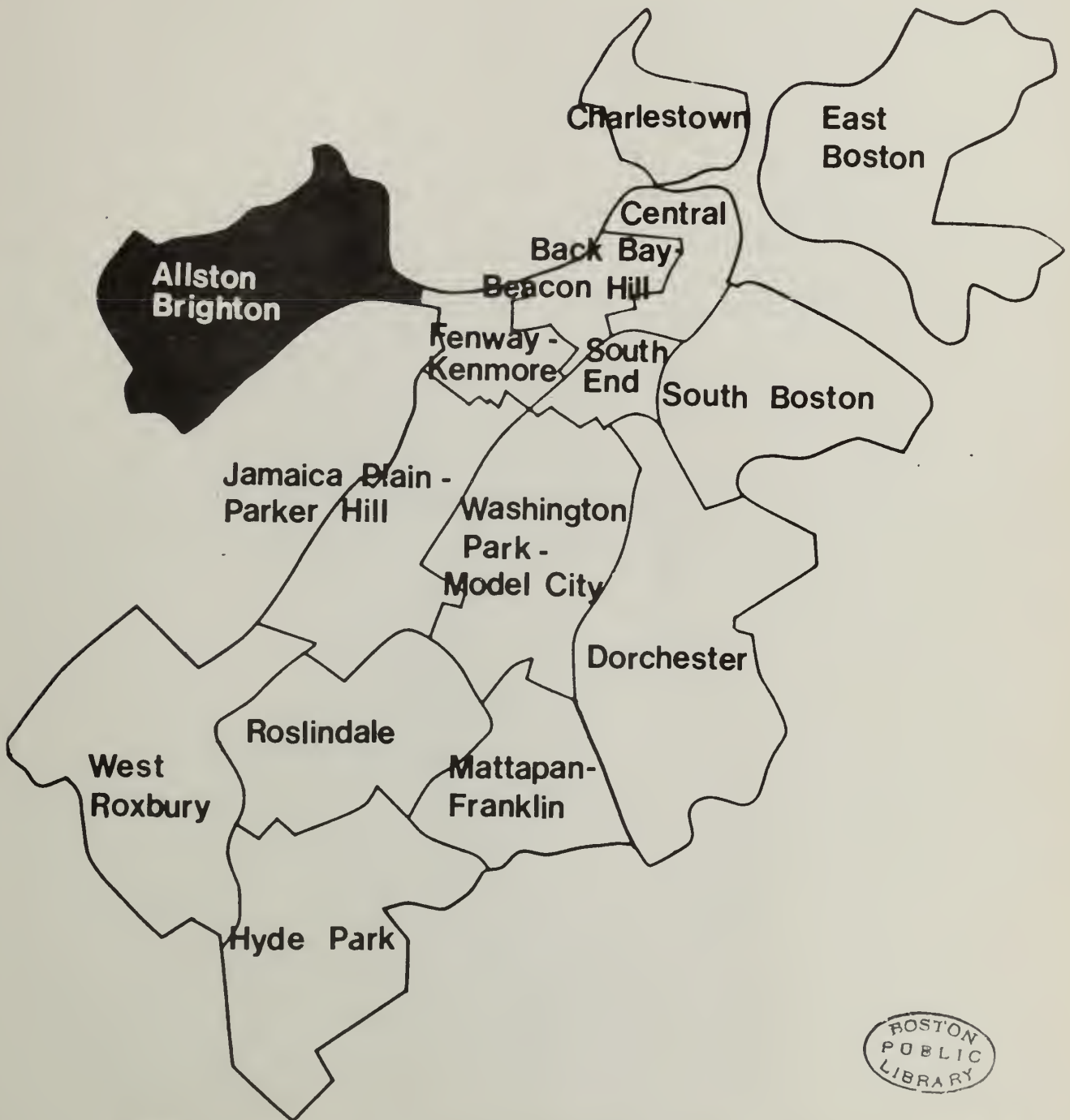
The purpose of this report is twofold. The first is to increase our knowledge of Allston-Brighton. The general trends and characteristics of Allston-Brighton are described in the following sections. It is intended that this report will enable the City agencies and community groups to arrive at a better understanding of the major problems and issues facing the Allston-Brighton community.

The second purpose of this report is to establish a factual context for discussing, evaluating and resolving issues involving the future of Allston-Brighton with community residents and their representatives on the Allston-Brighton Local Advisory Council. It is hoped that this report on existing characteristics of the District will serve as a framework for determining priorities and programs reflecting community needs.

Thus, we hope this report will be used by the citizens of Allston-Brighton and the Local Advisory Council both as a convenient repository of useful facts and information about the District, and as a basis for outlining more detailed studies and programs of those issues the community sees as important to its future.



PLANNING DISTRICTS



DISTRICT PLANNING PROGRAM

BOSTON REDEVELOPMENT AUTHORITY



II. DESCRIPTION OF EXISTING CHARACTERISTICS

A. HISTORICAL DEVELOPMENT (See Map 2)

In 1635, an area referred to as "Little Cambridge," including what is now known as Allston-Brighton, was opened to land-grant settlers, who first lived in the area known today as Academy Hill and Brighton Center. By 1689, however, only thirty families had settled in the area, perhaps as a result of incursions and general harassment by the Nonantum Indians who occupied the section now known as Oak Square. The names of many of these early families - Sparhawk, Dana, Faneuil, Winship, Foster, Champney, and Bennet, are still known to most residents.

The eighteenth century saw little real change in the essential character of the District. Allston-Brighton remained a sparse, residential settlement of farmers. In 1779, the area of Allston-Brighton became a separate parish, and was incorporated as the town of "Brighton" in 1807.

Brighton developed rather slowly during the first three quarters of the nineteenth century. The economic mainstay was still agriculture, and the only eastern transportation link ran through the Muddy River; the present Washington Street between Brookline and Cambridge Streets. The major exception to the rural character of Brighton during this period was the growing meatpacking industry located on the banks of the Charles River in the vicinity of what is today known as Birmingham Parkway and Soldiers' Field Road. By 1850 the Brighton stockyards and slaughter houses, served by the Boston and Albany Railroad and barges along the Charles River, had become one of the most important cattle markets in the East. In later years, with the nation's westward expansion and the introduction of refrigerated railroad cars, the stockyards declined in importance. At the same time, Allston-Brighton, as it is known today, began taking shape.

Boston's expansion turned westward in the later part of the nineteenth century. After the Back Bay was filled and developed, Allston-Brighton became a more direct link with the area to the west of Boston via Brighton, Cambridge, Washington Streets and Commonwealth Avenue Extension. This pattern of westward expansion led to the annexation of Allston-Brighton by the City of Boston in 1874.

At the time Allston-Brighton was annexed, only about three dozen roads were publicly maintained and

the majority of the land was still devoted to farm. Following annexation, one of the major improvements was the construction of the Watertown trolley followed by the extension of Commonwealth Avenue to the Chestnut Hill Reservoir in 1894, including trolley located in the median strip. During this period city services were extended to Allston-Brighton. residences along Commonwealth Avenue acquired reputation as a first-class residential area. These were in fact, the first "Street-car Suburbs." By 1900, number of roads in the District had quadrupled many fine homes had been built.

Although sound residential neighborhoods were being developed adjacent to the major thoroughfares including Commonwealth Avenue, Washington Street and Chestnut Hill Avenue, a different situation was taking place in North Harvard and North Allston. Lacking a clearly defined residential area, houses were constructed between and adjacent to areas of commercial activity. The result was the emergence of a rather confused and often conflicting land use pattern.

In summary, this brief historical sketch indicates some underlying reasons for Allston-Brighton's present pattern of development. The extension of the street lines through the community encouraged fine residential development in the southern and western portions of the district. However, the uncontrolled spread of commercial warehousing and industrial uses interspersed with housing in the northeastern sections resulted in a confusing, unpleasant and often blighted environment - characteristic of that area today.

B. POPULATION

The major source for information on the population of Allston-Brighton is the U. S. Census. Since 1970 census data is not yet complete, the following discussion is limited to data presently available. In addition, because the neighborhoods of Allston-Brighton in some cases do not conform to geographic areas for which data are readily available, statistical material in this report is presented according to census tracts in order to facilitate identification of each area. A descriptive name has been assigned to each tract (See Map 3).

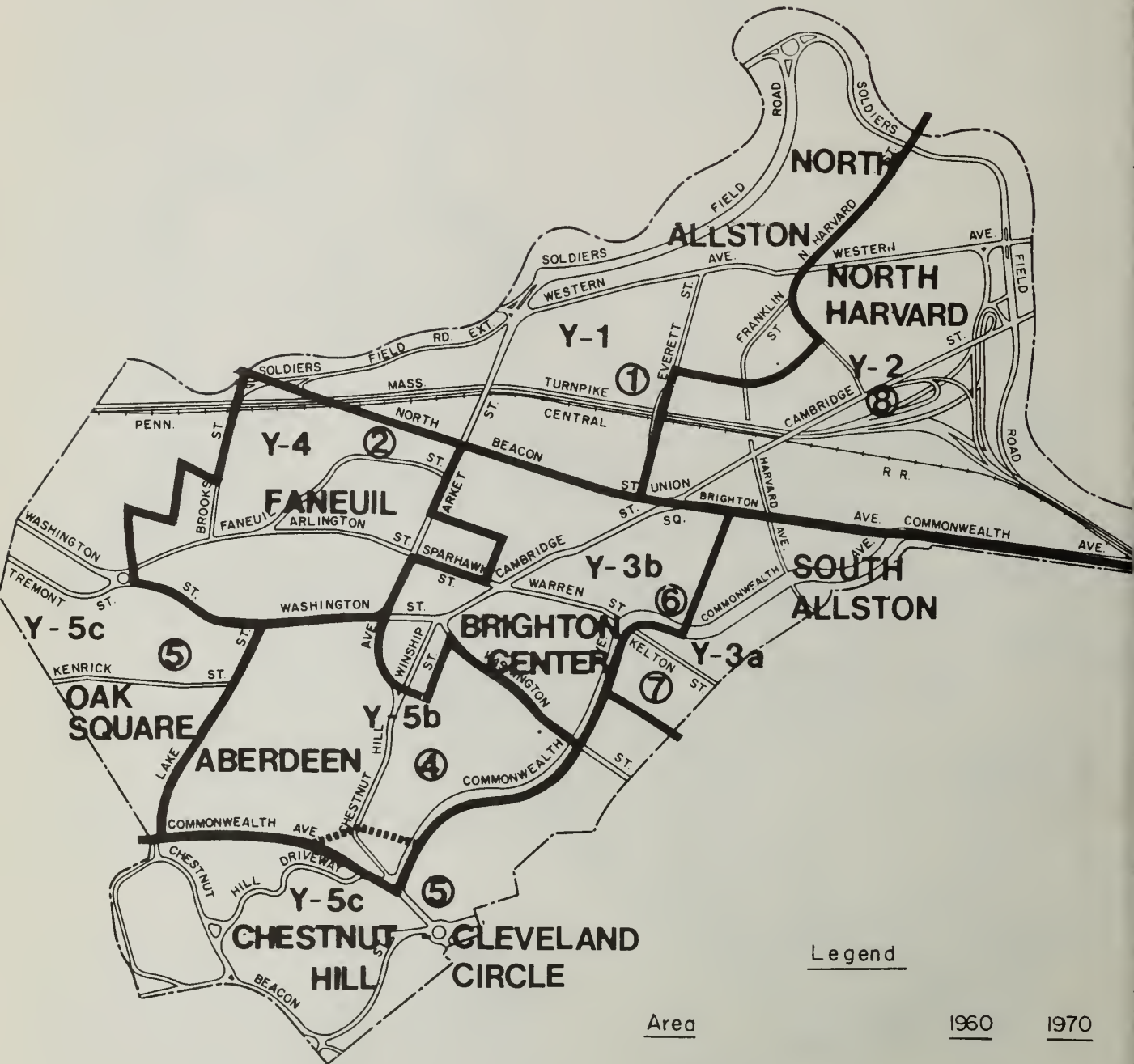
1. Population Change

Preliminary census data for 1970, indicates that Allston-Brighton's current population

ALLSTON - BRIGHTON HISTORICAL MAP



CENSUS TRACT AREAS



Legend

Area	1960	1970
North Allston	Y-1	1
North Harvard	Y-2	8
South Allston	Y-3A	7
Brighton Center	Y-3B	6
Faneuil	Y-4	2
OAK Square	Y-5A	3
Aberdeen	Y-5B	4
Chestnut Hill -	Y-5C	5
Cleveland Circle		

approximately 63,700 persons--or about 10% of the City of Boston's population. This figure is down just under 10 percent since 1960, following a more than 4% decline during the 1950's, indicating that Allston-Brighton's population has stabilized. Although Boston's population has also been levelling off, the City's population dropped at the much higher rate of 8% during the sixties to 1,000 persons in 1970.

The greatest population changes in Allston-Brighton are in North Allston where the population decreased 15% to 4,000 persons and in Oak Square where the population increased by about 23% to 6,900 persons (See Table 1).

Age Characteristics (See Tables 2 and 3)

While the age composition of Allston-Brighton is similar to that of Boston in terms of adult population, it differs sharply from the City in terms of population under twenty-five.

Less than one sixth of Allston-Brighton's population is under 15 years of age compared to nearly one quarter in the City of Boston. Apartment oriented South Allston (with just 5% in this age bracket) and Cleveland Circle (with 6%) have the lowest number of children in the District. The highest concentrations of children in Allston-Brighton are in the sub areas where universities are located: North Harvard (Harvard University) 44%; South Allston (Boston University) 42%; and Cleveland Circle (Boston College) 30%.

Table 3 indicates how university expansion in the past decade has affected changes in the population makeup of these areas. In South Allston the percentage of persons under 25 years of age grew from only 24% in 1960 to 47% in 1970. In North Harvard this age group increased from 41% in 1960 to 59% in 1970. Cleveland Circle increased its youth population to a lesser degree from 23% in 1960 to 36% in 1970.

Among those affected most by the influx of students in Allston-Brighton have been the elderly. Although persons of retirement age in the District have increased during the past decade, they do not necessarily live in the same areas that they did in 1960. Despite the increase in student population, Cleveland Circle continues to have the highest proportion of senior citizens with 23%. However in South Allston where Boston University is located, the elderly population

dropped from 19% in 1960 to 15% in 1970. Meanwhile Brighton Center and Aberdeen, which had relatively few elderly in 1960, have experienced substantial increases since that time to the extent that nearly one fifth of the population in these areas is 65 or over.

3. Family Income (See Table 4)

In terms of family income, Allston-Brighton, with a median of \$6,300, ranked above the average (\$5,700) for the City of Boston in 1960. In general, income rises from east to west in the District with North Harvard, South Allston and Brighton Center about equal to the City median. Outlying sections like Oak Square (\$7,400) and Aberdeen (\$6,800) were substantially higher.

Slightly more than 11% of Allston-Brighton's families earned less than \$3,000 in 1960, compared to 17% for the City as a whole. While none of the census tract areas of the District had as high a percentage of poverty as the City, South Allston (with one of the highest concentrations of elderly population in the district, 19% in 1960) came closest with 16% of its families below the poverty line in 1960.

4. Labor Force

The above average income in Allston-Brighton is explained by the occupational breakdown shown on Table 5. Twenty-four percent (24%) of those working in 1960, were employed as professional technical, proprietors and 34% were in clerical and sales. Only 13% of the labor force were employed in the categories of private household, service, laborers. The predominance of professionals, businessmen and white collar workers is reflected in educational achievement of Allston-Brighton's population. Except for North Allston and North Harvard, the median number of school years completed by residents 25 years and older in all areas was 12.0 years or more in 1960, as compared to the city-wide median of 11.2 school years.

5. Racial-Ethnic Composition

In terms of the racial and ethnic composition of its population, Allston-Brighton is rather unique among the districts in the City, yet very much like the City as a whole. While most districts tend to be somewhat homogeneous (like predominantly Irish South Boston, predominantly Italian East Boston, predominantly Black Roxbury, etc.), Allston-Brighton's population, like that of the City, is heterogeneous and is well represented by

TABLE 1

ALLSTON-BRIGHTON: Population Change, 1960-1970

Census Tract Area	Pop. 1960	Pop. 1970	% change 1950-1960	% change 1960-1970
North Allston (Y-1) (1)	4,700	4,000	-14%	-15%
North Harvard (Y-2) (8)	7,500	8,400	-13%	+12%
South Allston (Y-3A) (7)	9,800	9,700	-14%	- 1%
Brighton Center (Y-3B) (6)	9,400	9,300	+33%	- 1%
Faneuil (Y-4) (2)	9,800	9,300	+ 8%	- 5%
Oak Square (Y-5A) (3)	5,600	6,900	+ 2%	+23%
Aberdeen (Y-5B) (4)	8,400	8,300	-10%	- 1%
Cleveland Circle (Y-5C) (5)	9,100	7,800	-13%	-14%
Total Allston-Brighton	64,200	63,700	- 4%	- 1%
City of Boston	698,100	641,100	-13%	- 8%

Source: U. S. Census of Population, 1960, 1970.



TABLE 2

ALLSTON-BRIGHTON: Age Characteristics of the Population, 1970

Census Tract Area	under 15	15-24	25-34	35-64	65+
North Allston (Y-1) (1)	26%	19%	13%	31%	11%
North Harvard (Y-2) (8)	15%	44%	14%	20%	7%
South Allston (Y-3A) (7)	5%	42%	17%	21%	15%
Brighton Center (Y-3B) (6)	18%	24%	13%	27%	18%
Faneuil (Y-4) (2)	24%	21%	13%	30%	12%
Oak Square (Y-5A) (3)	22%	17%	15%	32%	14%
Aberdeen (Y-5B) (4)	13%	27%	13%	28%	19%
Cleveland Circle (Y-5C) (5)	6%	30%	17%	24%	23%
TOTAL					
Allston-Brighton	16%	28%	14%	27%	15%
City of Boston	24%	22%	12%	29%	12%

Source: U. S. Census of Population, 1970.



TABLE 3

ALLSTON-BRIGHTON: Youth and Elderly Population, 1960-1970

Census Tract Area	under 25		65 +	
	1960	1970	1960	1970
North Allston (Y-1) (1)	43%	45%	11%	11%
North Harvard (Y-2) (8)	41%	59%	10%	7%
South Allston (Y-3A) (7)	24%	47%	19%	15%
Brighton Center (Y-3B) (6)	45%	42%	10%	18%
Faneuil (Y-4) (2)	42%	45%	10%	12%
Oak Square (Y-5A) (2)	47%	39%	11%	14%
Aberdeen (Y-5B) (4)	33%	40%	14%	19%
Cleveland Circle (Y-5C) (5)	23%	36%	20%	23%
TOTAL				
Allston-Brighton	37%	44%	13%	15%
City of Boston	40%	46%	12%	12%



TABLE 4

ALLSTON-BRIGHTON: Family Income, 1960

	Total Number of Families	Families with Income under \$3,000		Median Family Income
		#	%	
North Allston (Y-1) (1)	1,200	160	13%	\$6,300
North Harvard (Y-2) (8)	1,660	210	13%	5,700
South Allston (Y-3A) (7)	2,700	420	16%	5,900
Brighton Center (Y-3B) (6)	2,210	320	14%	5,700
Faneuil (Y-4) (2)	2,540	210	8%	6,600
Oak Square (Y-5A) (3)	1,450	80	6%	7,400
Aberdeen (Y-5B) (4)	2,280	240	11%	6,800
Cleveland Circle (Y-5C) (5)	2,760	280	10%	6,400
TOTAL				
Allston-Brighton	16,800	1,900	11%	6,300
City of Boston	164,220	27,360	17%	5,700

Source: U. S. Census of Population, 1960.

NOTE: Data on family income from the 1970 Census will be available in Spring, 1972.



TABLE 5

ALLSTON-BRIGHTON: Occupation of Persons in The Labor Force, 1960

Occupation	Allston-Brighton		City of Boston	
	Number	%	Number	%
Professional, technical managers, officials, proprietors	7,300	24%	49,100	17%
Clerical and sales	10,300	34%	77,400	27%
Craftsmen and foremen	3,000	10%	32,400	11%
Operatives	3,900	13%	52,200	18%
Private household, service, laborers	3,800	13%	50,100	17%
Occupation not reported	1,600	6%	27,100	10%
TOTAL	30,000	100%	288,200	100%

Source: U. S. Census of Population, 1960

NOTE: Data on the Labor Force from the 1970 Census will be available in Spring, 1972.



variety of racial and ethnic groups.

Although 1970 census figures for ethnic characteristics are not yet available, recent surveys indicate that some changes in ethnic composition of the population have occurred in the District during the past years.

According to the 1960 census (see Table 6), the dominant ethnic group was the Irish, which comprised more than 20% of the populations of Oak Square and Neul. Other major ethnic groups were the Canadians, who were distributed throughout the District and dominated the North Harvard area; the Afro-Americans, who represented one fifth or more of the population in Cleveland Circle and Aberdeen; and the Italians, who were concentrated in North Allston.

While statistics for the Jewish population are not provided in the federal census, recent surveys indicate that Allston-Brighton ranks second in the City to the Mattapan-Franklin District in population belonging to this ethnic group. Approximately 11,000 persons or more, or one-fourth of the entire Jewish population in Boston, presently live in Allston-Brighton.

The number of Chinese and Spanish speaking people in Allston-Brighton, negligible in 1960, appears to have increased greatly during the past ten years. Recent estimates indicate that the present Chinese population in the District is approximately 1,000 persons or about 1% of the entire Chinese population in the City of Boston. The Spanish speaking population in Allston-Brighton, consisting mostly of Cubans, is estimated now at nearly 4,000.

Allston-Brighton's black population, virtually non-existent in 1960, is now approximately 1,200 or 0.3% of the total population of the district with the highest concentrations in Brighton Center and North Harvard. (See Table 7).

Summary

The minimal decrease in population, during the past ten years, indicates a stabilization trend in Allston-Brighton. Significant population shifts from one sub-area to another are apparent in the commercially oriented North Allston population decrease, and the substantial population increase in residential Oak Square. The age composition is diversified and comparable to other City of Boston districts with the exception of the

higher percentage of under twenty-five in sub-areas near universities. The above-average income and educational achievement of the population is related to the high incidence of professional, business and white collar worker in the District. The racial-ethnic composition has become more heterogeneous during the past ten years with the influx of families from minority groups notably Cubans and Chinese.

C. LAND USE AND ZONING

The land uses present in Allston-Brighton are similar to those found looking at the City as a whole. The District contains a variety of residential and institutional areas as well as areas zoned for industrial and commercial activity.

1. Existing Land Use (See Map 4)

a. Commercial Activity

About 180 acres of land in Allston-Brighton are devoted to commercial activity (See Table 8). For the most part these uses are located along transportation corridors and at major intersections, with older established concentrations of local business at Harvard Street, Union Square, Brighton Center, Oak Square, Cleveland Circle and Washington Street. Newer shopping areas offering ample parking and discount merchandising are located on Western Avenue and Soldiers Field Road. While office uses serving the local community are interspersed throughout the older commercial areas, new one and two-story buildings have been constructed in recent years on Soldiers Field Road along the Charles River.

b. Industrial Uses

While industrial activities occupy less land (only 150 acres) than any other major land use in Allston-Brighton, these uses constitute 10% of the total industrial acreage in the City and are concentrated almost entirely in the North Allston area along the Massachusetts Turnpike and the Penn Central Railroad. Wholesale commercial areas are located along portions of the major transportation corridors of Commonwealth Avenue, North Beacon Street, Cambridge



TABLE 6

ALLSTON-BRIGHTON: Ethnic Composition, 1960

Census Tract Area	Total Pop.	U.S. Born	Irish	Russian	Italian	Canadian	Other*	Total
North Allston (Y-1) (1)	4,700	49%	14%	1%	11%	12%	13%	100%
North Harvard (Y-2) (8)	7,500	56%	9%	2%	5%	14%	14%	100%
South Allston (Y-3A) (7)	9,800	41%	8%	14%	3%	11%	23%	100%
Brighton Center (Y-3B) (6)	9,400	57%	13%	3%	6%	11%	10%	100%
Faneuil (Y-4) (2)	9,800	51%	21%	1%	6%	12%	9%	100%
Oak Square (Y-5A) (3)	5,600	50%	22%	2%	6%	8%	12%	100%
Aberdeen (Y-5B) (4)	8,400	43%	9%	20%	7%	5%	16%	100%
Cleveland Circle (Y-5C) (5)	9,100	40%	6%	24%	2%	7%	21%	100%
Allston-Brighton	64,300	49%	12%	9%	5%	10%	15%	100%
City of Boston	697,200	55%	11%	4%	8%	8%	14%	100%

Source: U. S. Census of Population, 1960.

* "Other" includes "not reported" and other ethnic groups not otherwise listed.

NOTE: Data on Ethnic Composition from 1970 Census will be available in Spring, 1972.

ALLSTON - BRIGHTON LAND USE



Legend

Residential 

Commercial 

Industrial 

Institutional 

Open Space 

TABLE 7

ALLSTON-BRIGHTON: Racial Characteristics, 1970

Census Tract Areas	Total Population	% White	% Negro	% Other
North Allston (Y-1) (1)	3,960	98.7%	.8%	.5%
North Harvard (Y-2) (8)	8,440	93.4%	3.6%	3.0%
South Allston (Y-3a) (7)	9,730	96.6%	1.2%	2.2%
Brighton Center (Y-3b) (6)	9,280	94.1%	3.7%	2.2%
Faneuil (Y-4) (2)	9,250	97.8%	1.4%	.8%
Oak Square (Y-5a) (3)	6,870	98.7%	.3%	1.0%
Aberdeen (Y-5b) (4)	8,330	95.7%	.8%	3.5%
Cleveland Circle (Y-5c) (5)	7,840	96.4%	1.8%	1.8%
Allston-Brighton	63,700	95.9%	1.8%	2.3%
City of Boston	641,070	81.9%	16.3%	1.8%

Source: U. S. Census of Population, 1970



TABLE 8

ALLSTON-BRIGHTON: Land Use

Land Use Category	<u>ALLSTON-BRIGHTON</u>		<u>BOSTON</u>	
	Acres	Percent	Acres	Percent
Residential	920	31%	9,400	29%
Transportation Roads/Parking	780	26%	8,550	26%
Institutional	580	20%	6,600	20%
Open Space	360	12%	4,380	13%
Commercial	180	6%	2,230	7%
Industrial	150	5%	1,500	5%
Total	2,970	100%	32,660	100%

Source: BRPP: Comprehensive Land Use Inventory, 1963. (unpublished data)



Street and Western Avenue, North Beacon Street, Cambridge Street and Western Avenue. Often both industrial and wholesaling uses are located adjacent to local businesses and residences creating an incompatible mixture of land uses in the North Allston and North Harvard portions of the District.

c. Institutions

Institutions, such as universities, hospitals and public facilities take up nearly 600 acres or nearly one fifth of the total land area in Allston-Brighton. Together with offices, industries, and highways, institutions - particularly those of higher learning - occupy nearly all of the land having direct access to the community's four and one half mile water frontage along the Charles River.

d. Open Space

With 12% (360 acres) of its land devoted to public open space, Allston-Brighton is about on a par with the City as a whole. However, the MDC-operated Charles River Reservation (104 acres) and Chestnut Hill Reservoir (129 acres) constitute nearly two thirds of this total. Since both facilities are situated at the periphery of the district, not immediately accessible to local neighborhoods, Allston-Brighton's ranking in terms of neighborhood parks and playgrounds is substantially below the norm for the City.

e. Land Devoted to Transportation

Similar to the City as a whole, more than one fourth of Allston-Brighton's acreage is consumed by transportation uses. In both cases, more land is devoted to such uses as streets, highways, railroads, and freight yards, than to any other type of use, except residential uses. The section most affected by these uses in Allston-Brighton is North Harvard. The Boston and Albany yards and the Massachusetts Turnpike ramps form a wedge obscuring the North Harvard community from both visual and physical access for almost one mile along one of the most attractive segments of the Charles River water frontage.

f. Areas Devoted to Residential Use

In comparison to the rest of the City, Allston-Brighton has proportionately more land devoted to residential use (31%) than other areas. However, as indicated above, the prime areas of the community are taken up by non-residential uses. The residential

area straddling the North Allston and North Harvard census tract areas suffers most from this unfortunate allocation of land in the community. Sandwiched between the Massachusetts Turnpike, the Boston and Albany yards, Harvard University, and a wide variety of businesses and industries, this segment of the community is effectively cut off not only from the rest of Allston-Brighton, from the rest of the City as well.

2. Zoning (See Map 5)

A comparison between the zoning and land use maps of Allston-Brighton indicates that the zoning code has done little to alleviate the land use problems discussed in the land use section above. Originally prepared in 1924, the zoning map generally followed the pattern of land use that had already developed by that time. Although the code was revised in 1965, the essential pattern of the previous code was substantially changed. Perhaps to do otherwise would have created undue hardships on businesses and industries as well as land investors and homeowners in the District. However, in legalizing the existing pattern of land use, the code perpetuated the problems inherent in the juxtaposition of incompatible land uses. Further, it encouraged the tendency for land users with financial means to dominate prime land even when such means were not used to develop the land for the highest and best use.

Many of these problems, perhaps, may be resolved simply through corrective changes in the zoning designations for Allston-Brighton, while others may require planning programs involving community effort and public support.

3. Summary

This section has discussed the land use pattern in Allston-Brighton in general terms. While Allston-Brighton mirrors the City in terms of the variety of land uses found in it, the configuration of these uses often is at the heart of physical, economic and social problems affecting the district. For example:

The proximity of incompatible uses is largely responsible for deteriorating housing conditions in many parts of the community, particularly North Harvard and North Allston. The fact that institutions, offices, industries and highways occupy most of the land having access to the Charles River means the community's residents are unable to take

ZONING MAP



Legend

Residential



Commercial



Industrial



BUILDING CONDITIONS



Legend

Good



Fair



Poor



full advantage of Allston-Brighton's greatest amenity.

Since two-thirds of Allston-Brighton's open space is located at the periphery of the District, many of the local neighborhoods are inadequately served by parks and recreation facilities.

More specific information concerning land use trends may be found in the following sections of this report: Transportation, Economic Characteristics, Community Facilities, Neighborhood Areas Description, Major Problems and Issues.

Building Conditions

As indicated on Map 6 conditions of both residential and non-residential buildings in Allston-Brighton generally range from fair to good with poorer conditions more prevalent in the western portions of the District. Small pockets of severe deterioration are scattered throughout the northern sections. Much of this deterioration has resulted from the conflicting land use patterns (industrial, commercial and residential uses all clustered in close proximity to one another) which violate the zoning code.

While inappropriate mixtures of land use often produce blighting building conditions in Allston-Brighton, more often than not, the uses which are the most are the residential rather than the non-residential uses. Houses and apartment complexes are blighted by the combination of noise, dust and heavy traffic generated by commercial and industrial activities, as well as neglect. The highest degree of substandard housing is found in Brighton Center, North Harvard and North Allston areas, which together accounted for nearly three quarters of the community's deteriorated or dilapidated units in 1960. (See Table 10 in next section).

The highest concentrations of deteriorated commercial properties are found in the neighborhood shopping areas of North Harvard, North Allston and Brighton Center. Lacking sufficient parking and expansion space, these commercial areas contrast sharply with the newly constructed shopping centers on Western Avenue and Soldiers' Field Road in terms of efficiency and conditions. Blighted industrial structures are located

particularly in the vicinity of Rugg Road and Everett Street. However, these structures appear to have deteriorated more from age and obsolescence than from other causes.

E. Housing

The U. S. Census and BRA field surveys form the basis for most of the information pertaining to housing in this report. As indicated earlier, the Census material for 1970 is not fully complete. Thus, statements made below about the present housing situation in Allston-Brighton are based partially on estimates and field surveys.

1. Number of Units (See Table 9)

According to the 1970 Census, Allston-Brighton contains nearly 25,500 units. While the City's housing stock decreased overall by 3,400 units (1%) during the 1960's, the number of units in Allston-Brighton increased by 2,000 or 8%. Brighton Center and Oak Square alone accounted for more than half of the added housing units with a combined increase of 1,220 units.

2. Housing Conditions (See Table 10)

In contrast to the City overall, housing conditions in Allston-Brighton are generally very good. In 1960, 95% of the units in the District were sound compared to 81% for the City. While recent surveys indicate that the level of deterioration has increased in several areas (especially North Harvard and North Allston) in recent years, the rate of deterioration for the most part does not appear to have been as great as in other sections of the City. It should be noted, however, that Allston-Brighton's relatively high ranking among the Districts of the City does not mean that housing conditions in the community are as good as they might be. Even using 1960 figures, the area contains over 1,250 deteriorated or dilapidated units.

3. Occupancy

Although Allston-Brighton has proportionately fewer owner occupied units (17%) than the City as a whole (27%), the subareas within

TABLE 9

ALLSTON-BRIGHTON: Number of Housing Units, 1960-1970

Census Tract Area	Number Units		Net Change	Change 1960-70
	1960	1970		
North Allston (Y-1) (1)	1,370	1,310	- 60	- 5%
North Harvard (Y-2) (8)	2,360	2,460	+ 100	+ 4%
South Allston (Y-3A) (7)	4,940	5,400	+ 460	+ 9%
Brighton Center (Y-3B) (6)	2,930	3,560	+ 630	+22%
Faneuil (Y-4) (2)	2,830	3,040	+ 210	+ 7%
Oak Square (Y-5A) (3)	1,590	2,180	+ 590	+37%
Aberdeen (Y-5B) (4)	3,030	3,180	+ 150	+ 5%
Cleveland Circle (Y-5C)	4,480	4,340	- 140	- 3%
Allston-Brighton	23,530	25,470	+1,940	+ 8%
City of Boston	238,820	235,410	-3,410	- 1%

Source: U. S. Census of Housing, 1960 and 1970.



TABLE 10

ALLSTON-BRIGHTON: Housing Conditions, 1960

Census Tract Area	Total Number of Dwelling Units	Deteriorating & Dilapidated Dwelling Units	
		Number	Percent
North Allston (Y-1) (1)	1,370	250	18%
North Harvard (Y-2) (8)	2,360	320	14%
South Allston (Y-3A) (7)	4,940	60	1%
Brighton Center (Y-3B) (6)	2,930	360	12%
Faneuil (Y-4) (Z)	2,830	110	4%
Oak Square (Y-5A) (3)	1,590	80	5%
Aberdeen (Y-5B) (4)	3,030	70	2%
Cleveland Circle (Y-5C) (5)	4,480	10	1%
Allston-Brighton	23,530	1,260	5%
City of Boston	238,820	49,830	19%

SOURCE: U. S. Census of Housing, 1960

NOTE: Data on Housing Conditions was not included in the 1970 Census.



the District vary considerably.

They range from Oak Square with 40% owner occupancy to Cleveland Circle and South Allston with only 5% and 4% respectively. As might be expected, this variation is reflected in the type of units found in each of the subareas. Areas ranking highest in terms of owner occupancy rank lowest in terms of apartment houses. Only 8% of the units in Oak Square are contained in structures having five units or more. Similarly, areas ranking lowest in owner occupancy rank highest in apartment buildings. Thus, over 80% of the units in Cleveland Circle and South Allston are located in apartment developments. (See Table 11)

4. Relation of Population to Housing (See Table 12)

As indicated above, nearly 2,000 units were added to Allston-Brighton's housing stock during the 1960's. This increase resulted not only from the construction of new units, but from the conversion of larger older single family homes into multi-unit structures. It contrasts noticeably with the drop in population in the District of approximately 800 persons during the same period.

The disparity between the housing gain and population loss has meant that the number of overcrowded units has gone down slightly (from 5% in 1960 to 4% in 1970 in the District compared to the City's 7% for both years).

Only Aberdeen and South Allston, which had increases in student population, experienced increases in overcrowded units. Both went from 2% in 1960 to 3% in 1970.

Perhaps more significant, is that in 1960, four subareas in Allston-Brighton had higher rates of overcrowding than the City: North Allston (11%); North Harvard (8%); Brighton Center (10%) and Faneuil (9%). Now only North Allston with 8% exceeds the City average. The others are all 6%.

5. Age of Housing (See Table 13)

While Allston-Brighton's housing stock, for the most part, was built later than housing in other areas of the City, 84% of its units pre-date World War II. Virtually no units have been built in the North Allston and Cleveland Circle areas since 1940. The greatest concentrations of newer units are located in the Brighton Center, Oak Square and Faneuil areas. About one third of the units in these areas combined were

one third of the units in these areas combined were constructed since that time.

6. Public Housing (See Table 14)

Allston-Brighton contains approximately 1,233 units occupied by public housing tenants. Three fourths of these house families, while the remainder house elderly couples and individuals. Nearly all of the families live in two large housing projects (Commonwealth, 655 units, and Faneuil, 260 units). More than half of the elderly, however, live in units scattered throughout the community which have been leased for them on the private market by the Boston Housing Authority.

7. Rents (See Table 15)

Rents in Allston-Brighton are exceeded only by those in Back Bay-Beacon Hill in the entire City. While more than half the units in Boston rented for less than \$100 in 1970, about eighty percent of the units in Allston-Brighton rented for more than \$100. Most units in the district (68%) are in the \$100-\$200 range.

Units with the highest rentals are found in Oak Square where over one third rent for more than \$200. Moreover, of 218 units renting for more than \$300 in the District, more than half are located in Oak Square.

North Allston, with 60% of its units renting for less than \$100 per month, is the only area in the District with rents as low as the City average.

8. Value of Owner Occupied Units (See Table 16)

Housing values in Allston-Brighton are generally slightly higher than other parts of the City. Oak Square and Aberdeen, which together account for more than one third of the owner occupied units in the District, have the highest valued homes. More than one third of the homes in both areas have values of twenty-five thousand dollars or more.

Brighton Center, with sixty-four per cent of its units valued between fifteen thousand dollars and twenty-five thousand dollars is typical of the kind of housing that is generally found in all parts of the District.

The highest proportions of modestly priced homes are located in North Allston and North Harvard where nearly ninety percent of the units are valued under twenty-five thousand dollars.

TABLE 11

Allston-Brighton: Housing Occupancy and Type, 1970

Census Tract Area	Total Housing Units	Owner Occupied Units %	One Family Homes %	Units in 2 3 & 4 Unit Structures %	Units in 5 or More Unit Structures %
North Allston (Y-1) (1)	1,306	35%	12%	81%	7%
North Harvard (Y-2) (8)	3,017	21%	11%	50%	39%
South Allston (Y-3A) (7)	2,179	4%	2%	16%	82%
Brighton Center (Y-3B) (6)	3,180	16%	8%	31%	61%
Faneuil (Y-4) (2)	4,112	37%	14%	70%	16%
Oak Square (Y-5A) (3)	3,559	40%	19%	73%	8%
Aberdeen (Y-5B) (4)	5,482	25%	9%	53%	38%
Cleveland Circle (Y-5C) (5)	2,489	5%	2%	15%	83%
Allston-Brighton	25,324	19%	8%	41%	51%
City of Boston	232,448	27%	15%	50%	35%

Source: U. S. Census, 1960



TABLE 12

Allston-Brighton: Relation of Population to Housing, 1960-70

Census Tract Area	Total Housing Units	Units With More Than 1.01 Persons Per Room	
		1960	1970
North Allston (Y-1) (1)	1,306	11%	8%
North Harvard (Y-2) (8)	2,489	8%	6%
South Allston (Y-3a) (7)	5,482	2%	3%
Brighton Center (Y-3b) (6)	3,559	10%	6%
Faneuil (Y-4) (2)	3,017	9%	6%
Oak Square (Y-5a) (3)	2,179	5%	5%
Aberdeen (Y-5b) (4)	3,180	2%	3%
Cleveland Circle (Y-5c) (5)	4,112	2%	2%
Allston-Brighton Total	25,324	5%	4%
City of Boston Total	232,448	7%	7%

Source: U. S. Census, 1970



TABLE 13

ALLSTON-BRIGHTON: Age of Housing

Census Tract Area	Number of Units 1970	Units Built Before 1940	
		No.	Percent
North Allston (Y-1) (1)	1,300	1,300	100%
North Harvard (Y-2) (8)	2,500	2,300	91%
South Allston (Y-3A) (7)	5,400	4,900	90%
Brighton Center (Y-3B) (6)	3,600	2,300	63%
Faneuil (Y-4) (2)	3,000	2,300	75%
Oak Square (Y-5A) (3)	2,200	1,500	66%
Aberdeen (Y-5B) (4)	3,200	2,900	90%
Cleveland Circle (Y-5C) (5)	4,300	4,200	97%
Allston-Brighton	25,500	21,600	84%
City of Boston	235,400	216,700	92%

SOURCE: U.S. Census



TABLE 14

ALLSTON-BRIGHTON: Public Housing

NAME	NUMBER OF UNITS		TOTAL
	ELDERLY	FAMILY	
Allston-Brighton Units in Projects			
Commonwealth (Fidelis Way)	-	650	650
Chestnut Hill	60	-	60
Faneuil	-	260	260
Washington	80	-	80
Leased Units	180	10	190
Total Public Housing Units in Allston-Brighton	320	910	1,230
City of Boston Units in Projects	1,200	13,840	15,040
Leased Units	580	1,640	2,200
Total Public Housing Units in City of Boston	1,780	15,480	17,260

SOURCE: Boston Housing Authority, 1970



TABLE 15

Allston-Brighton: Contract Rent of Rental Units, 1970

Census Tract Area	Total # Rental Units	under \$100	\$100-149	\$150-199	\$200+
North Allston (Y-1) (1)	810	60%	29%	4%	7%
North Harvard (Y-2) (8)	1,830	24%	46%	19%	11%
South Allston (Y-3A) (7)	4,970	13%	46%	28%	13%
Brighton Center (Y-3B) (6)	2,890	20%	34%	40%	6%
Faneuil (Y-4) (2)	1,800	29%	47%	20%	4%
Oak Square (Y-5A) (3)	1,250	16%	38%	11%	35%
Aberdeen (Y-5B) (4)	2,300	17%	44%	29%	10%
Cleveland Circle (Y-5C) (5)	3,760	5%	49%	33%	13%
Allston-Brighton Total	19,590	20%	44%	24%	12%
City of Boston Total	158,392	52%	30%	12%	6%

Source: U. S. Census, 1970.



TABLE 16

Allston-Brighton: Value of Owner-Occupied Units 1970

Census Tract Area	Total Owner Occupied Units	Under 15,000	15- 24,999	25- 35,999	35 +
North Allston (Y-1) (1)	125	29%	58%	12%	1%
North Harvard (Y-2) (8)	205	33%	56%	8%	3%
South Allston (Y-3a) (7)	40	11%	56%	29%	3%
Brighton Center (Y-3b) (6)	220	19%	64%	14%	3%
Faneuil (Y-4) (2)	400	14%	59%	23%	4%
Oak Square (Y-5a) (3)	365	9%	57%	27%	7%
Aberdeen (Y-5b) (4)	220	14%	51%	28%	7%
Cleveland Circle (Y-5c) (5)	35	0%	43%	30%	27%
Allston-Brighton Total	1,610	17%	57%	21%	5%
City of Boston Total	27,658	25%	55%	16%	4%

SOURCE: U. S. Census, 1970



Summary

Allston-Brighton's housing stock, which increased 100,000 units since 1960, is generally in sound condition except for some pockets of deteriorating housing near commercial and industrial areas. However, regardless of condition, with more than 80% older than 20 years of age, housing units in most parts of the District show signs of age.

Allston-Brighton tends to be more tenant oriented than other areas of the City, although several fine, low density neighborhoods with high proportions of owner occupied units exist in the western sectors of the District.

While overcrowding is not a significant problem in the District, North Allston continues to have a higher percentage of overcrowded units than the City norm.

Despite an obvious need for low income housing for the elderly in Allston-Brighton the vast majority of public housing units in the District were built for families with children.

While rents in Allston-Brighton are generally higher than in other areas of the City, housing accommodations are available to fit most pocketbooks. Similarly, home owners in the District can find a broad range of housing prices ranging from under \$15,000 to \$35,000 and above. Units in the \$15,000 to \$20,000 range are dominating.

TRANSPORTATION

Transportation has greatly influenced the development of Allston-Brighton. The extension of Commonwealth Avenue during the 1880's and the development of the Cleveland Circle and Watertown Square trolley car lines, led to the rapid growth of residential areas in Allston-Brighton. Likewise, the railroad had a strong influence on the location and growth of manufacturing and wholesale firms in the North Harvard and North Allston sections of the District. Most recently, the construction of the Massachusetts Turnpike has led to newer patterns of land use and circulation.

1. Existing Street System

The existing street system of the Allston-Brighton areas has not developed according

to a plan. Streets are not differentiated (design-wise) by their functions. (See Map 7) For example, traffic desiring to pass through this area without stopping is mixed with local traffic, creating congestion at a number of intersections. Few continuous streets exist in the area and those that do exist are of inadequate width. Typically, they fail to carry the concentrated traffic volumes that should be using them.

Traffic from the western part of the metropolitan area to and from downtown Boston is carried by the Turnpike, Soldiers' Field Road, Commonwealth Avenue, Cambridge Street, and Washington Street. The only major north-south arterials are from Cleveland Circle along Chestnut Hill Avenue and Market Street and Harvard Avenue-North Harvard Street. Cross-town and some of the north-south traffic is forced on the existing east-west radial arterials as well as major business streets and minor arterials, compounding the deficiencies of traffic movement on the few continuous radial streets. The inadequacy of traffic control also tends to intensify congestion at many intersections along these streets. Map 8 shows the major problem areas that were identified to have a need for immediate improvements.

a. Problem Areas

Commonwealth Avenue. MBTA-operated trolley cars in the median and buses in the roadway of Commonwealth Avenue hinder traffic flow and are hazardous to both motorists and pedestrians. Analysis of accident data indicates a high number of accidents at Boston University Bridge, Brighton Avenue, Harvard Avenue, Allston Street, and Washington Street. Lack of an exclusive left turn lane at the intersections of St. Mary's, St. Paul and Babcock Streets causes peak hour congestion and presents a definite hazard. The signal control system along Commonwealth Avenue between Brighton and Chestnut Hill Avenues is inadequate to facilitate the optimum movement of traffic.

Cambridge Street. Cambridge Street provides a direct link between Brighton Center and the City of Cambridge, serves as a direct access to the Massachusetts Turnpike and is an important bus transit route. The highest traffic volume on Cambridge Street occurs between North Harvard Street and Harvard Avenue. Heavy left turn movements at Harvard Avenue create a conflict with inbound Cambridge Street movement.

EXISTING STREET SYSTEM

BOSTON
PUBLIC
LIBRARY



Legend

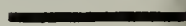
Expressway



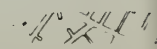
Major Arterials



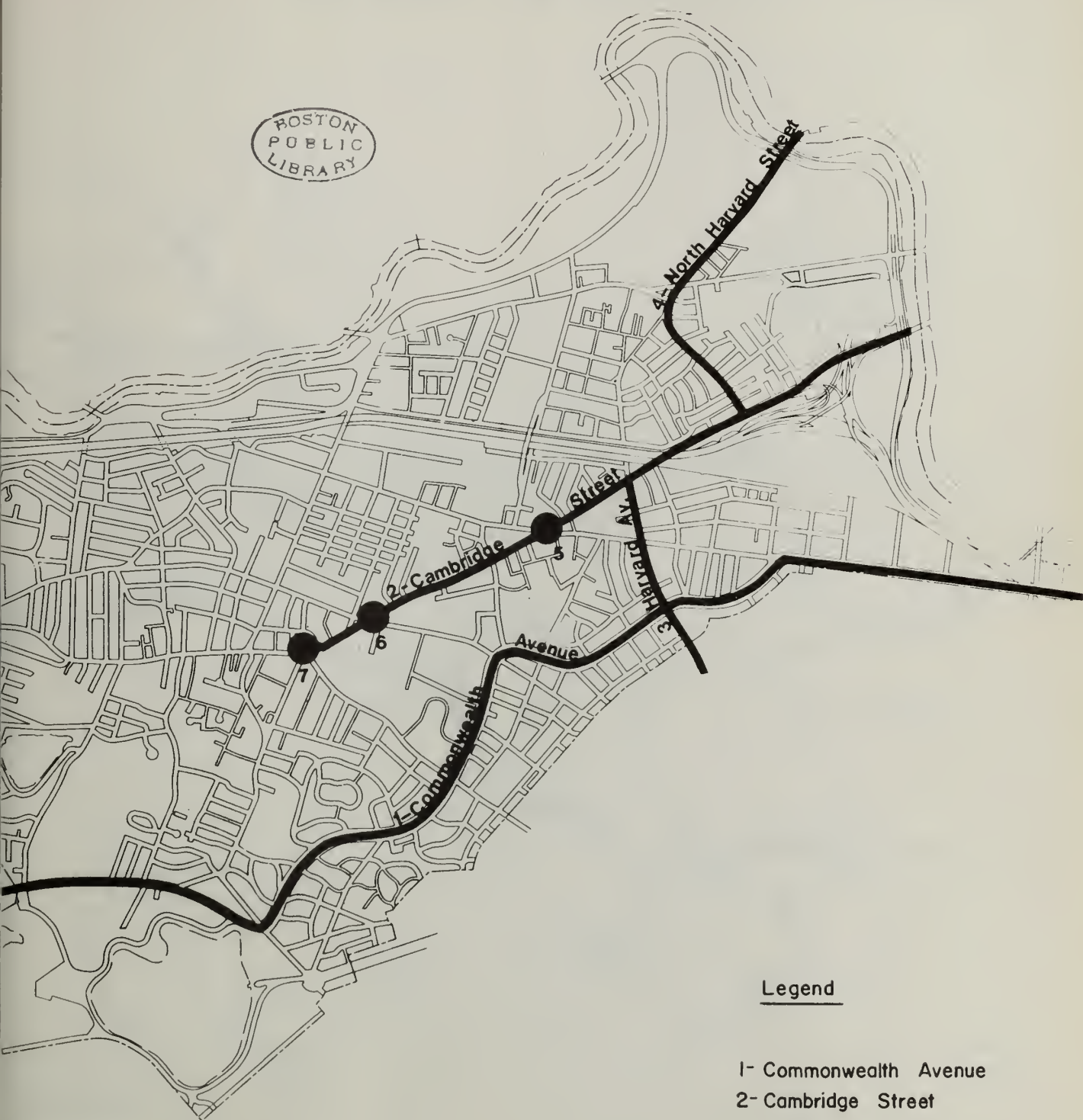
Collectors



Local Streets



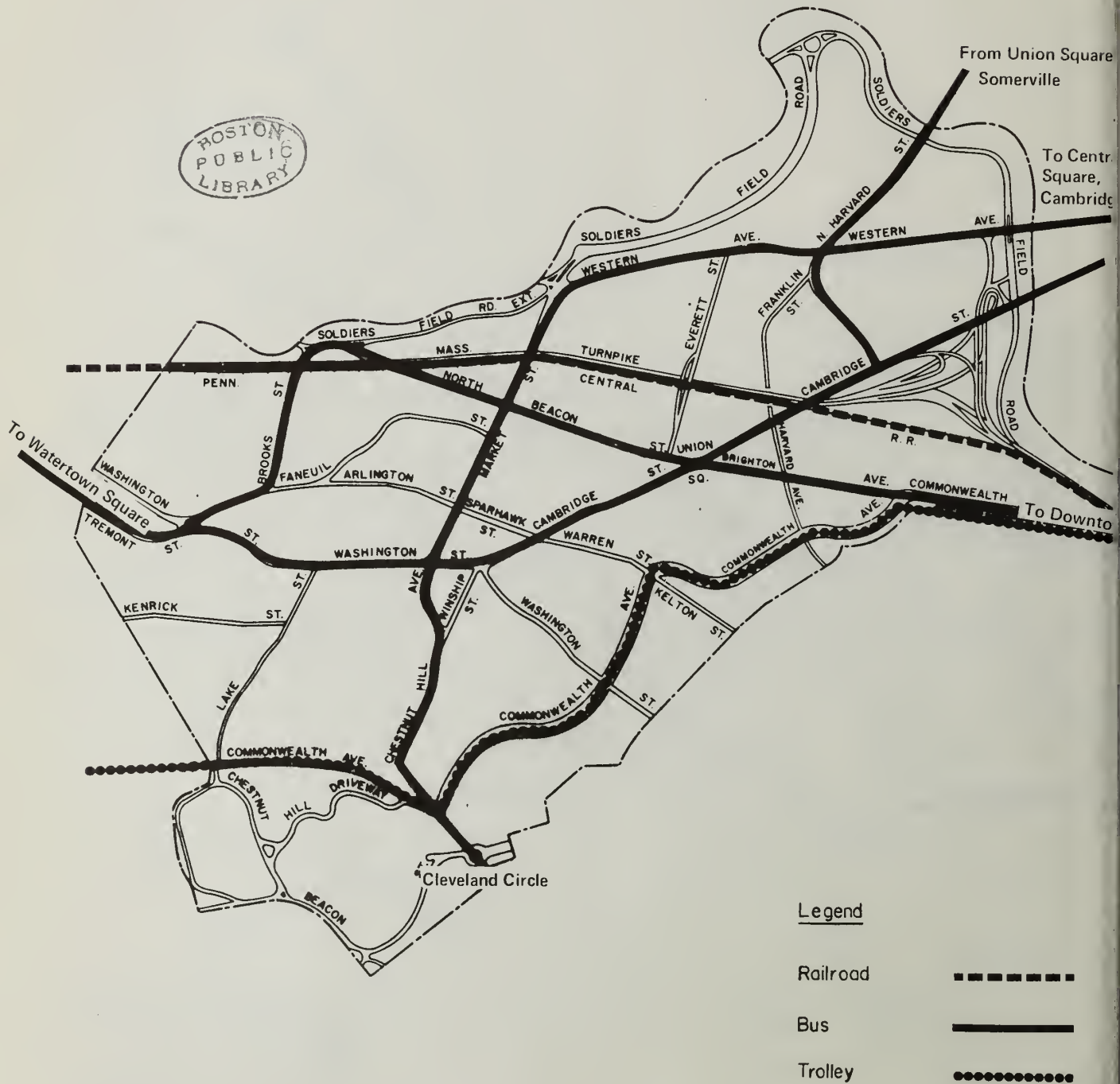
STREET SYSTEM - PROBLEM AREAS



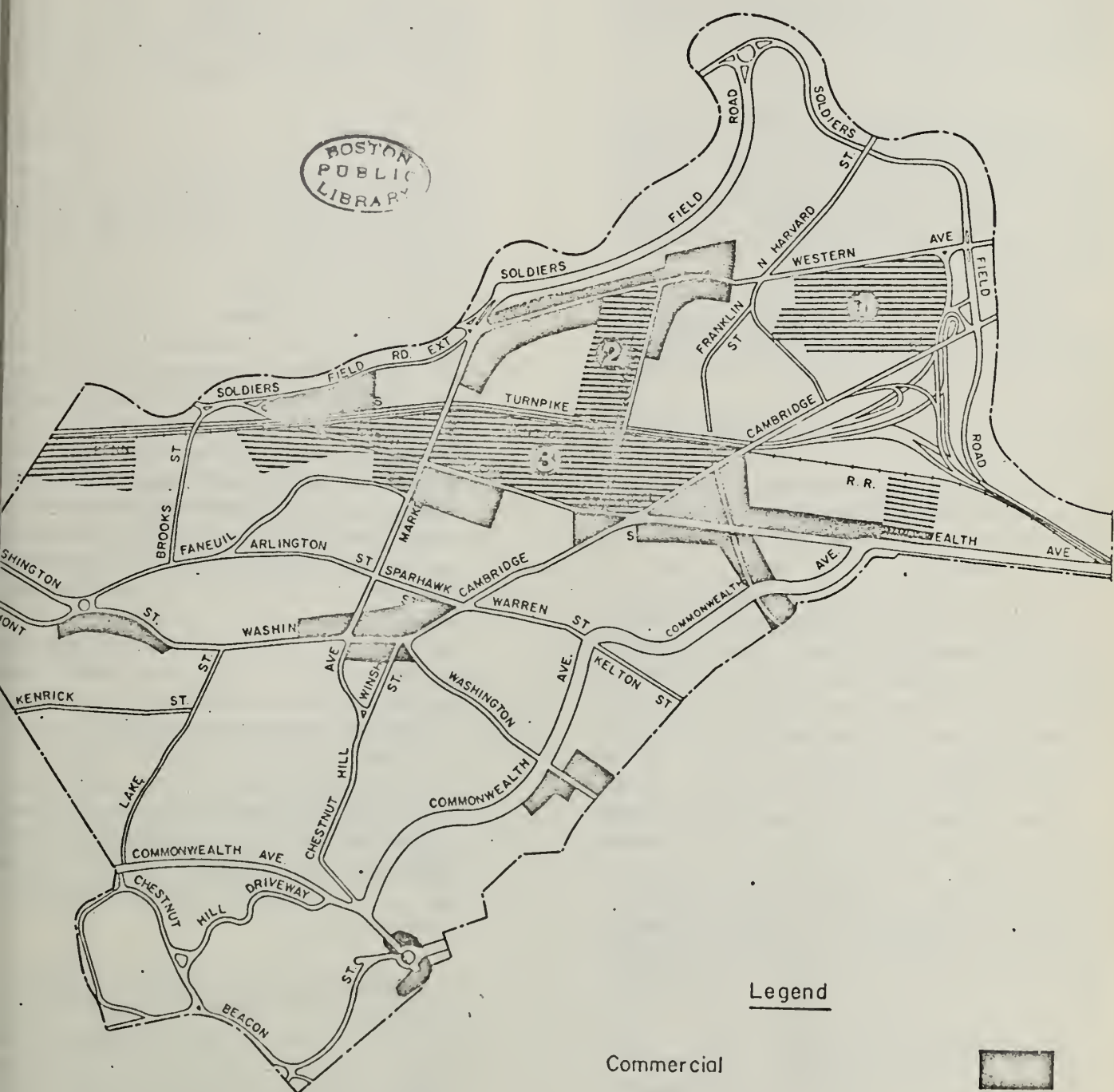
Legend

- 1- Commonwealth Avenue
- 2- Cambridge Street
- 3- Harvard Avenue
- 4- North Harvard Street
- 5- Union Square
- 6- Sparhawk- Warren Intersection
- 7- Brighton Center

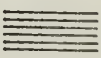
PUBLIC TRANSPORTATION FACILITIES



COMMERCIAL AND INDUSTRIAL AREAS



Legend

- Commercial 
- Industrial 

See Text for Description 

Union Square. Traffic congestion is much more pronounced in Union Square. Two bus lines terminating in this square require U-turn movements within the intersection, creating congestion and potential hazards. Congestion is increased by the weaving movements of westbound traffic from Cambridge Street and Brighton Avenue. Double and triple parking along the northern side of the square further aggravates the traffic circulation problem in the area.

Sparhawk-Warren Intersection. The Sparhawk-Warren intersection with Cambridge Street has a high number of reported accidents. The right turn traffic lane (from Warren to Cambridge) is often wrongly used by two-way traffic, creating hazardous conditions for traffic movement along Warren Street.

Brighton Center. Congestion in Brighton Center is attributed to the reduced right-of-way of Washington Street and to parking meters and cab stands at the Washington-Market Street intersection. Furthermore, commercial activity in Brighton Center hinders traffic movement through the area. The wide Washington-Winship intersection causes confusion, peak hour congestion and difficult pedestrian crossing. Police station parking interferes with west bound traffic on Cambridge Street.

Harvard Avenue and North Harvard Street. Harvard Avenue and North Harvard Street connect Brookline Village with Cambridge Street, providing direct access to the Massachusetts Turnpike and the City of Cambridge. Harvard Avenue also serves as a major business street and as a transit route in the Brighton area.

Traffic congestion along Harvard Avenue results primarily from the varying width of the roadway and parking on both sides. Since adequate loading is not provided, commercial vehicles must double-park, increasing traffic congestion. Traffic signals along Harvard Avenue could be better coordinated to improve traffic flow.

b. Parking and Loading Facilities

The transportation problem in Allston-Brighton is compounded by inadequate parking facilities for both business and residential areas. Since little off-street parking is provided, local businesses depend predominantly on curb parking, contributing to traffic congestion in areas such as Union Square, Harvard Avenue, Brighton Center, and Cleveland Circle.

Furthermore, because of the lack of loading facilities in business and industrial areas, many commercial vehicles park on the street, aggravating traffic movement, particularly on North Beacon Street and Harvard Avenue.

The parking problem is just as severe in residential neighborhoods. A large number of apartment buildings do not provide adequate parking for the residents. The shortage of parking spaces is most acute in areas with high student populations. This highly mobile age group has a high incidence of automobile ownership often resulting in several automobiles per dwelling unit as compared to less than one in other areas of Allston-Brighton. Consequently, parking needs are concentrated in areas where little off-street parking is provided and on-street parking is inadequate.

2. Public Transportation

Allston-Brighton is served by both trolley cars and bus lines. (See Map 9) The "Green Line" trolley runs in the median of Commonwealth Avenue from Boston College to Downtown is the most heavily used. However, the service on this line is relatively poor and is expected to get worse if the Boston College bus service is reduced as proposed. The operation of this trolley line is inefficient at unsignalized intersections where heavy turning traffic movements occur. Some of the passenger loading platforms are too short to handle two trolley trains, increasing their delay time. Occasionally accidents have been caused by motorists at various locations, especially where the trolley median is transferred from the center to the side of the roadway.

Prior to June, 1969, the MBTA operated a section of the "Green Line" trolley from Watertown to the Park Street Station. This line has been temporarily replaced by buses operating between Watertown Square and Kenmore Square, here passengers transfer to the subway to continue downtown.

Studies have been undertaken to compare the current bus service with the former Watertown trolley service. MBTA accidents are running approximately one-third what they were with the former trolley service when vehicles were loaded and unloaded in the middle of the street. The bus service is also more economical and additional street space is now available for rush hour trips on the River Street and Beacon trolley lines. More frequent rush hour service is offset by the inconvenience of transferring to the subway trolley at Kenmore Station. While most

muters on the Watertown line have expressed no satisfaction with the bus service, a substantial number of riders still prefer the former trolley service.

The MBTA operates several bus lines in the District providing convenient transportation to Cambridge, Watertown, Roxbury and Brookline. As a complement to the subway, the MBTA provides express bus service from Oak Square to Downtown Boston via the Turnpike.

Railroads

The Penn Central Railroad tracks run adjacent to the Massachusetts Turnpike. Although this line carries passenger service between Boston and Albany and daily commuter service from Framingham to South Station, its major function is to transport freight. The Beacon Yard, located adjacent to the Allston-Cambridge ramps of the Turnpike, is an important freight terminal where freight truck piggy-back transfer service is provided and equipment is repaired.

If railroad freight service is not improved, the importance of the Beacon Yard and adjacent properties as a railroad freight-truck terminal will diminish. However, because of its proximity to the Turnpike, the area will also have the potential to serve as a wholesale distribution and trucking center.

Summary

Traffic congestion in Allston-Brighton results from poorly designed intersections, inadequate rights-of-way, differentiated movements (mixture of local and through traffic), noncontinuous streets, poor traffic control, double parking, and inadequate loading facilities. Specific problems of the most congested areas have been identified. The future of public transportation and the road and terminal are not certain.

ECONOMIC CHARACTERISTICS (See Map 10)

1. Commercial Areas

The major shopping areas in Allston-Brighton include Union Square extending along Harvard Avenue and Brighton Avenue to Commonwealth Avenue, Western Avenue, Brighton Center, and Soldiers Field Road. Other smaller concentrations of commercial activity are Oak Square, Cleveland

Circle, Washington Street, and Market Street.

Many of these areas are plagued by deteriorated or obsolete structures, lack of off-street parking and poor traffic circulation. Long standing community establishments have been replaced in many areas by dating bars, drive-in restaurants, clothes boutiques, and other stores which cater to the increasing student population of Allston-Brighton. These establishments also attract young patrons from a wide area and add to the congestion of the area, particularly on evenings and weekends. This change is most evident along Harvard Avenue and in Union Square. With the loss of many of these facilities, a large segment of family and elderly population is inadequately served by commercial facilities. Auto sales and service stores along Commonwealth Avenue extend into Allston-Brighton along Brighton Avenue and North Beacon. The majority of sales and research offices are located along Soldiers Field Road.

2. Industrial Areas

Industrial activity in Allston-Brighton is confined to three general areas of North Harvard and North Allston.

One area, located adjacent to the Allston ramps of the Massachusetts Turnpike, is primarily a truck terminal with modern tandem unloading facilities, storage and distribution yard. Related non-residential uses are encroaching upon the adjacent residential neighborhood.

Another industrial area, north of the Turnpike between Everett and Antwerp Streets, is the location of the U. S. Steel Supply Company Ryerson Steel Company. Several buildings south of Western Avenue are now vacant.

The third area is parallel to the Massachusetts Turnpike on the southern side. Firms in this area include a mixture of manufacturers and wholesalers. These firms suffer from poor access, since they are dependent upon business streets such as Cambridge and North Beacon Streets. Furthermore, interspersed residential areas inhibit expansion of existing industrial uses and suffer from environmental deficiencies.

A recent city-wide survey of major manufacturing firms conducted by the Boston Economic Development and Industrial Commission revealed

TABLE 17

ALLSTON-BRIGHTON: Distribution Of Employment By Industry

<u>INDUSTRY</u>	<u>ALLSTON-BRIGHTON</u>	<u>BOSTON</u>
Food	49%	17%
Apparel	0%	13%
Printing	2%	18%
Chemicals	3%	10%
Leather	0%	6%
Primary Metals	0%	3%
Fabricated Metals	15%	4%
Metal Machinery	9%	5%
Electrical Machinery	16%	9%
Precision Instruments	0%	3%
Other	6%	12%
	<u>100%</u>	<u>100%</u>

NOTE: Results based upon a questionnaire distributed to 60% of Boston firms, representing a corss-section of size and type of firms. Twenty-five firms, in Allston-Brighton were included in the Study.

SOURCE: Boston Economic Development Commission Survey, 1970.

in comparison to the City as a whole, the industrial position shows some significant differences. For example, the most important industries in the area based on employment are food, electrical machinery and fabricated metals, while employment in the City is highest in the printing, food and apparel industries. A comparison of employment distribution is given in Table 18. The survey also points out that the typical firm in Allston-Brighton is slightly larger with an average of 125 employees compared to an average of 85 for firms in the City. The fourteen largest firms in the area employ almost four thousand people (See Table 18).

COMMUNITY FACILITIES

Allston-Brighton, as other large districts of Boston, has a full range of public and private community facilities. These consist of schools, parks and recreation facilities, health centers, and public safety and service facilities. The major facilities located within Allston-Brighton and programs provided by each are described below:

1. Schools

a. Public Schools (See Map 11).

Allston-Brighton contains four elementary school districts:

- (1) Gardner (Gardner, Barrett, and Storrow)
- (2) Garfield (Garfield, Lyon, Oak Square and Winship)
- (3) Hamilton (Hamilton, Baldwin, and Hamilton Annex)
- (4) Jackson (Jackson, Commonwealth Colony, Washington-Allston, Taft Colony, and Kennedy Hospital Colony)

The area is served by two junior high schools, Edison and Taft, and one senior high school. Barrett School is a special school for mentally handicapped children and Commonwealth School provides kindergarten classes only.

Except for the increase in the number of pupils in the Hamilton District resulting from the closing of St. Gabriel's Parochial School in September, 1970, public elementary school

enrollment in Allston-Brighton has remained steady over the past several years rising less than 3% since 1968 to 6,280 students. (See Table 19)

Despite expressed community concern that schools in Allston-Brighton are overcrowded, Boston School Committee figures indicate that enrollments are in fact well below rated safety capacities in all schools.

Although the combined capacity of the public elementary schools in Allston-Brighton is 5,250, only 3,600 pupils were enrolled in these schools in 1970, leaving over 1,600 seats unoccupied. Similarly, with seats for nearly 4,000 students, the secondary schools in the District had only 2,660 students enrolled during the same year (See Table 20). Combined, the public schools are operating at only 70% capacity.

In terms of physical plant, Brighton has too long been ignored with regard to construction of new school buildings (See Table 21). The last elementary school constructed in the area (discounting Barrett Special School and the Commonwealth Colony) was 44 years ago. Interestingly, within the period 1924-1926, five of the ten regular elementary schools were erected. The other five are over fifty years old. However, Washington-Allston, Jackson, and Horace Mann School for the Deaf are to be consolidated in a new Horace Mann School to be constructed on the site of Jackson School.

b. Parochial Schools (See Map 12).

The Roman Catholic Archdiocese of Boston presently operates six schools in Allston-Brighton, having a combined enrollment of nearly 2,900 pupils. In contrast to the public schools in the area, the parochial schools are operating near enrollment capacity - 2,970 (See Table 22).

Over 60% of these students are elementary school pupils, all of whom reside in local neighborhoods. The other 40% consist of high school age students primarily from areas within Allston-Brighton, but partly from other sections of the City as well.

The future of neighborhood parish schools is uncertain. For example, the 1970-71 school year saw the phasing out of St. Gabriel's School and a 25% cutback in St. Columbkille's School. The parochial schools must also deal with inadequate school buildings, all of which predate 1930 in original construction (See Table 23).

TABLE 18

ALLSTON-BRIGHTON: Major Industries

<u>MAP DES.</u>	<u>NAME</u>	<u>TYPE OF INDUSTRY</u>	<u>NO. OF EMPLOYEES</u>
1.	Adage Inc.	Electrical Machinery (Computers)	200
2.	Coco-Cola Bottling Co.	Food (Carbonated Beverages)	300
3.	Eagle Mattress Co.	Furniture (Mattresses & box springs)	100
4.	General Control Co.	Electrical Machinery (Switches)	85
5.	General Electronic Labs	Electrical Machinery (Educational and electronic products)	300
6.	Honeywell	Electrical Machinery	1,575
7.	International Shoe Machinery	Apparel (Shoe machinery and supplies)	175
8.	H. A. Johnson Co.	Food	220
9.	H. T. Johnson Co.	Apparel (Women's Underwear)	70
10.	H. F. Livermore Corp.	Apparel (Loom Supplies)	165
11.	Dorothy Muriel Bakery	Food (Bakery products)	190
12.	Pepsi-Cola Bottling Co.	Food (Carbonated Beverages)	95
13.	Ryerson Steel	Fabricated Metals (Steel and aluminum products)	150
14.	U. S. Steel Supply	Fabricated Metals (Steel and aluminum products)	100
TOTAL			3,725

SOURCE: 1968-69 Director of Manufacturers in Greater Boston,
Greater Boston Chamber of Commerce

PUBLIC SCHOOLS

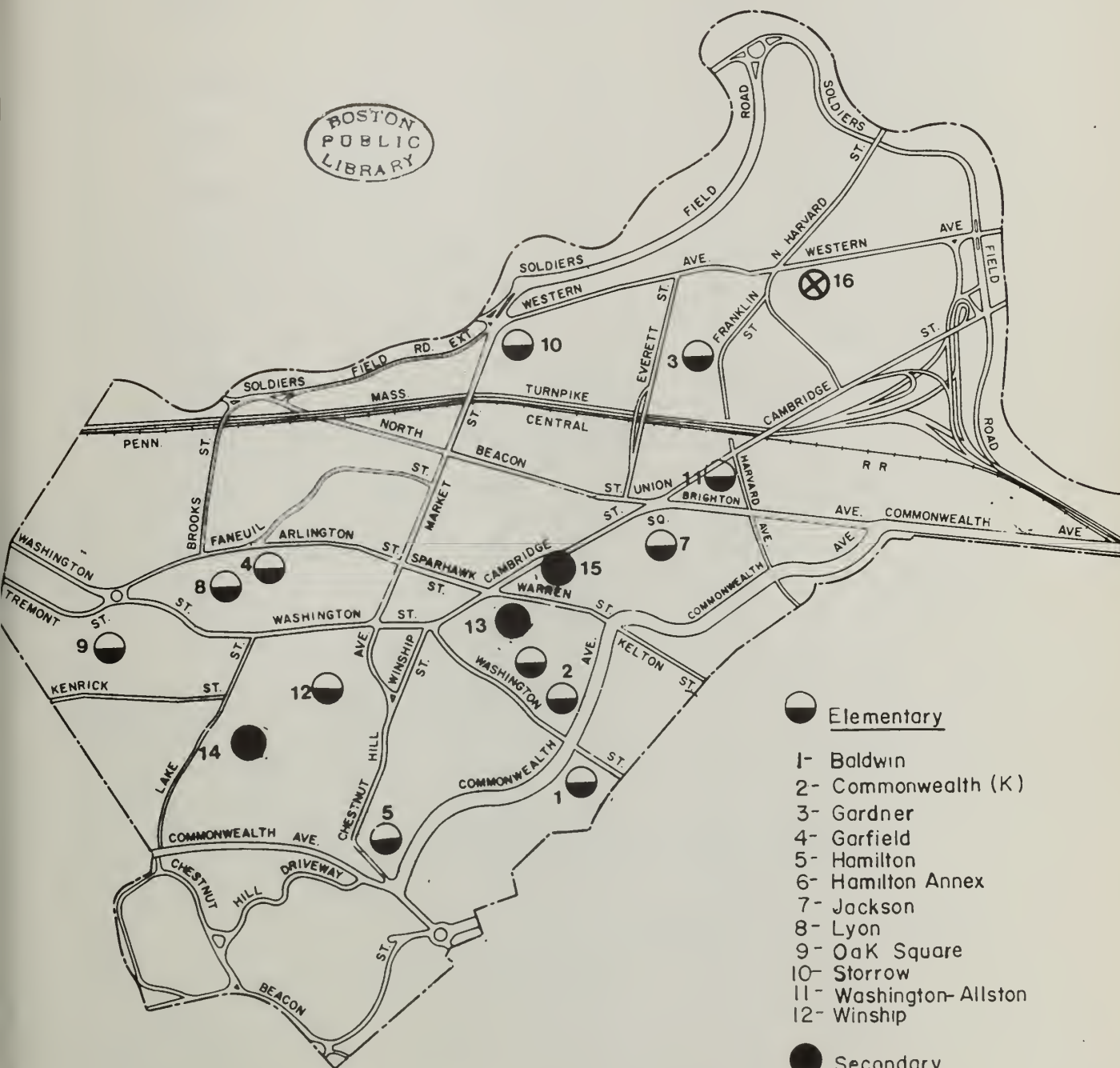


TABLE 19

ALLSTON-BRIGHTON: Public School Enrollment 1968-1970

<u>Elementary Districts</u>	<u>Capacity (1)</u>	<u>Enrollment</u>		
		<u>1968</u>	<u>1969</u>	<u>1970</u>
Garner	1005	740	775	735
Garfield	1630	1270	1225	1230
Hamilton	1315	560	560	755 (2)
Jackson	<u>1005</u>	<u>940</u>	<u>850</u>	<u>900</u>
Total Elementary	4955	3510	3410	3620
<u>Secondary Schools</u>				
Edison Junior High (3)	1350	740	855	840
Taft Junior High (3)	1200	560	540	565
Brighton High	<u>1435</u>	<u>1320</u>	<u>1330</u>	<u>1255</u>
Total Secondary	<u>3985</u>	<u>2620</u>	<u>2725</u>	<u>2660</u>
GRAND TOTAL	8850	6130	6135	6280

(1) 1970 Standards

(2) Increase reflects absorption of St. Gabriel's School; now Alexander Hamilton Annex.

(3) The junior high service areas roughly correspond to the elementary districts: Edison is served by Garfield and Hamilton districts; Taft is fed by Gardner and Allston.

SOURCE: Boston School Committee

ALLSTON-BRIGHTON: Public School Capacity (1)

<u>SCHOOL</u>	<u>CAPACITY</u>	<u>1970 ENROLLMENT</u>
<u>Elementary Schools</u>		
<u>Gardner District</u>	<u>1005</u>	<u>735</u>
Gardner	600	525
Barrett (2)	245	110
Storrow	160	100
<u>Garfield Districts</u>	<u>1630</u>	<u>1230</u>
Garfield	510	465
Lyon	280	230
Oak Square	160	140
Winship	680	395
<u>Hamilton District</u>	<u>1615</u>	<u>755</u>
Hamilton	600	280
Baldwin	715	280
Hamilton Annex	300 (3)	195
<u>Jackson District</u>	<u>1005</u>	<u>900</u>
Jackson	435	200
Commonwealth (4)	80	50
Washington-Allston	400	235
Taft Colony	(5)	375
Kennedy Hospital Colony	90	40
TOTAL ELEMENTARY	5255	3620
<u>Secondary Schools</u>		
Edison Junior High	1350	840
Taft Junior High	1200	565
Brighton High School	1435	1255
TOTAL SECONDARY	3985	2660
GRAND TOTAL	9240	6280

(1) 1970 Standards

(2) Special School

(3) Estimate

(4) Kindergarten Only

(5) Shares facility with Taft Junior High School

SOURCE: Boston School Committee

TABLE 21

ALLSTON-BRIGHTON: Public School Buildings

<u>SCHOOL</u>	<u>YEAR BUILT</u>	<u>YEAR REMODELED</u>
<u>Elementary</u>		
Baldwin	1926	1930 (6 rm.)
Barrett	1933	
Commonwealth	1951	
Gardner	1906	1924 (8 rm., 1 shop)
Garfield	1925	1966 (8 rm., 1 office)
Hamilton	1924	1926 (4 rm.) 1930 (8 rm.)
Hamilton Annex	NA (1)	
Jackson	1924	
Lyon	1914	
Oak Square	1894	1923 (2 rm.)
Storrow	1926	
Washington-Allston	1879	
Winship	1901	1924 (6 rm.)
<u>Secondary</u>		
Edison Junior High	1932	
Taft Junior High	1895	1913 (3 rm., hall, gym) 1939 (18 rm., shop, 2 cafeterias)
Brighton High School	1930	1940 (Excavation, 4 rm.) 1952 (garage)

(1) Formerly St. Gabriel's Parochial School

SOURCE: Boston School Committee

PAROCHIAL AND OTHER SCHOOLS



Legend

Parochial Schools



- 1 - Our Lady of the Presentation
2 - St. Anthony's
3 - St. Columbkille



- 4 - Mt. St. Joseph
5 - Presentation
6 - St. Columbkille



- 7 - Kennedy School
8 - Chauncy Hall

TABLE 22

ALLSTON-BRIGHTON: Parochial School Enrollment 1968-1970

	<u>Capacity (1)</u>	<u>1968</u>	Enrollment	
			<u>1969</u>	<u>1970</u>
<u>Elementary (1-8)</u>				
St. Anthony's	530	535	500	475
St. Columbkille's	600	890	820	620 (2)
St. Gabriel's	---	315	290	--- (3)
Presentation	<u>680</u>	<u>685</u>	<u>635</u>	<u>680</u>
Total Elementary	1810	2425	2245	1775
 <u>High School (9-12)</u>				
St. Columbkille's	420	490	475	370
Mt. St. Joseph (4)	595	640	635	590
Presentation (4)	<u>145</u>	<u>160</u>	<u>160</u>	<u>145</u>
Total High School	1160	1290	1270	1105
GRAND TOTAL	2970	3715	3515	2880

(1) 1970 Standards

(2) Drop in enrollment reflects adoption of 35 pupil classroom limitation by parish education committee.

(3) School closed; building leased to Boston School Committee; now Alexander Hamilton Annex.

(4) Girls only.

SOURCE: Catholic School Directory for the Archdiocese of Boston, 1968-1969, 1969-1970.

TABLE 23

ALLSTON-BRIGHTON: Parochial School Buildings

<u>SCHOOL</u>	<u>YEAR BUILT</u>
<u>Elementary</u>	
St. Anthony's	1915
St. Columbkille's	1920, addition 1950
Presentation	1925
<u>High School</u>	
St. Columbkille's	1906, addition 1930
Presentation	c. 1930 (1)
Mt. St. Joseph	1895

(1) Originally private residence; school has been at this location since 1942.

Additional school closings should be expected in the near future.

c. Other Schools

Allston-Brighton is also the home of several schools serving city-wide needs. The Barrett Special School for the mentally retarded has already been mentioned. Kennedy School, which is operated cooperatively by Kennedy Memorial Hospital for Children and the Boston School Committee, provides a day program for rehabilitation and therapy for former patients with emotional problems, speech impediments, and physical disabilities. Chauncy Hall is a private preparatory school for boys. Finally, the Boston Business School with secretarial, clerical and accounting programs for high school graduates, has moved its facilities to Allston-Brighton.

d. Summary

Table 24 summarizes the combined enrollment for both public and parochial schools in Allston-Brighton for the past three years. It shows that while overall enrollment in the area decreased by 7% during this period, the number of students attending public schools increased slightly, indicating a shift of the educational burden away from the parochial school system to the public sector as well as a decline in the total number of school age children in the district. It would seem, then, that school planning in Allston-Brighton should take into account not only the need to replace outdated facilities, but also the possibility of having to accommodate more children should the Archdiocese continue to close its schools.

2. Parks and Recreation (See Map 13)

With 359 acres of park land, Allston-Brighton as a whole is generally well served in terms of parks and recreation facilities. However, approximately two thirds of the land devoted to park use are concentrated in two MDC facilities (Charles River Embankment - 104 acres, and Chestnut Hill Reservoir-129 acres) located at the periphery of the District leaving only 126 acres for local neighborhood use.

The Metropolitan District Commission provides swimming and ice skating facilities at Cleveland Circle and on Soldiers Field Road along the Charles River Embankment. The latter reservation also contains boating facilities. Although these facilities get heavy use from

residents of Allston-Brighton, they serve residents of neighboring communities as well.

As indicated on Table 25, nearly all of the facilities used exclusively by local residents (playfields and playgrounds) are owned and operated by the City of Boston. A complete listing of Public Open Space in Allston-Brighton is provided in Table 26.

Besides outdoor recreational facilities, Allston-Brighton has a number of indoor recreation facilities operated by both municipal and private agencies. These include programs at the Brighton High School, and at the Taft and Edison Junior High Schools. Additional programs will be provided in the soon to be completed West End Boys Club.

3. Health (See Map 14)

The concern with the delivery of health care at the community level is generally directed toward providing adequate neighborhood health clinics, strengthening visiting nurse and other home-center programs, aimed primarily at expectant mothers, infants, school children and the elderly. This section contains an inventory of existing health facilities, programs and activities in Allston-Brighton.

a. Brighton-Allston Community Health Corporation

The Brighton-Allston Community Health Corporation is a community based organization composed of local residents. Its chief aims are to improve the distribution of health services to the poor and to areas poorly located with respect to existing facilities, and to develop special, area-wide programs directed towards family planning and the treatment of alcoholics. BACHCO operates a Fidelis Way Referral Center which provides information concerning available health services. Its current activities include undertaking a study of local health problems as a basis for determining ways of improving local health services.

b. Clinic and Home Health Care

The City of Boston operates two health clinics in Allston/Brighton: one in the Academy Hill Courthouse and the other in the Washington-Allston School. St. Elizabeth's Hospital provides clinic services for children

PUBLIC OPEN SPACE OVER ONE ACRE



Legend

Parks - Reservations

- 1- Charles River Reservation (M.D.C.)
- 2- Chestnut Hill Reservation (M.D.C.)
- 3- Chestnut Hill Park
- 4- Gallagher Park
- 5- Ringer Park
- 6- Rogers Park

Playgrounds

- 8- Hardiman
- 9- McKinney
- 10- Murray
- 11- Reilly
- 12- Roberts
- 13- Union

School Playgrounds

- 14- Brighton High
- 15- Edison Jr High
- 16- Gardner
- 17- Jackson

Playfields

- 7- Smith

TABLE 24

ALLSTON-BRIGHTON: Public and Parochial School Enrollment 1968-1970

	<u>1968</u>	<u>1969</u>	<u>1970</u>	<u>% Change 1968-1970</u>
<u>Elementary</u>				
Public	3510	3410	3629	+ 3.5%
Parochial	<u>2425</u>	<u>2245</u>	<u>1775</u>	<u>-26.8%</u>
Total Elementary	5935	5655	5395	- 9.1%
 <u>Secondary (1)</u>				
Public	2620	2725	2660	+ 1.1%
Parochial	<u>1290</u>	<u>1270</u>	<u>1105</u>	<u>-14.3%</u>
Total Secondary	3910	3995	3765	- 3.7%
 TOTAL PUBLIC	6130	6135	6280	+ 2.3%
TOTAL PAROCHIAL	3715	3515	2880	-22.5%
 GRAND TOTAL (2)	9845	9650	9160	- 6.9%

(1) Public schools include junior high schools (grades 7-9) and high schools (grades 10-12); private secondary schools include grades 9-12.

(2) Does not include Kennedy School, Chauncy Hall, or Boston Business School.

SOURCE: Boston School Committee and Catholic School Directory.

TABLE 25

ALLSTON-BRIGHTON: Public Open Space Summary

Type	City of Boston	MDC	Total
Parks & Reservations	61.1	233.4	294.5
Playfields	23.4	0	23.4
Playgrounds & Tot Lots	15.8	6.8	22.6
School Playgrounds	16.4	0	16.4
Malls & Squares	1.9	0	1.9
TOTAL	118.6	240.2	358.8

TABLE 26

ALLSTON-BRIGHTON: Public Open Space - Listing by TypePARKS & RESERVATIONS

<u>Name</u>	<u>Location-Map Reference</u>	<u>Acres</u>
Charles River Reservation (MDC)	Storrow Drive - 1	104.3
Chestnut Hill Reservoir	Beacon & Commonwealth-2	129.1
Chestnut Hill Park	Chestnut Hill Drive-3 & Beacon	24.6
Gallagher Park	Lake Shore Road-4	16.0
Ringer Park	Allston & Griggs Pl.-5	12.3
Rogers Park	Lake & Foster-6	8.2

PLAYFIELDS

Smith Playground	Western & Soldiers-7 Field Road	14.0
------------------	------------------------------------	------

PLAYGROUNDS & TOT LOTS

Hardiman Playground-Oak Square	Washington & Faneuil-8	1.5
Hobart-Ranelegh	Hobart-Ranelegh	0.9
McKinney Playground	Faneuil-9	5.9
Murray Playground	Portsmouth-10	4.3
Penniman St. Play Area	Penniman & Hano	0.9
Reilly Playground (MDC)	Wade St. & Hill Dr.-11	6.8
Roberts Play Area	Sorrento, Hooker & Goddard-12	1.0
Union Playground	Union Street-13	1.3

SCHOOL PLAYGROUNDS

Baldwin	Corey & Washington	0.5
Barrett	Betram & Travis	0.7
Brighton High	Warren Street-14	5.0
Edison Junior High	Wiltshire & Foster-15	2.1
Gardner	Athol & Brentwood-16	1.0
Garfield	Faneuil & Beechcroft	0.9
Hamilton	Strathmore & Chestnut Hill	0.9
Jackson	Arlington & Wesley-17	1.5
Lyon	Beechcroft & Hester	0.8
Oak Square	Oak Square	0.5
Storrow	Lothrop-Waverly	0.8
Taft Junior High	Cambridge-Warren	0.8
Washington-Allston	Cambridge & Harvard	0.3
Winship	Dighton	0.6

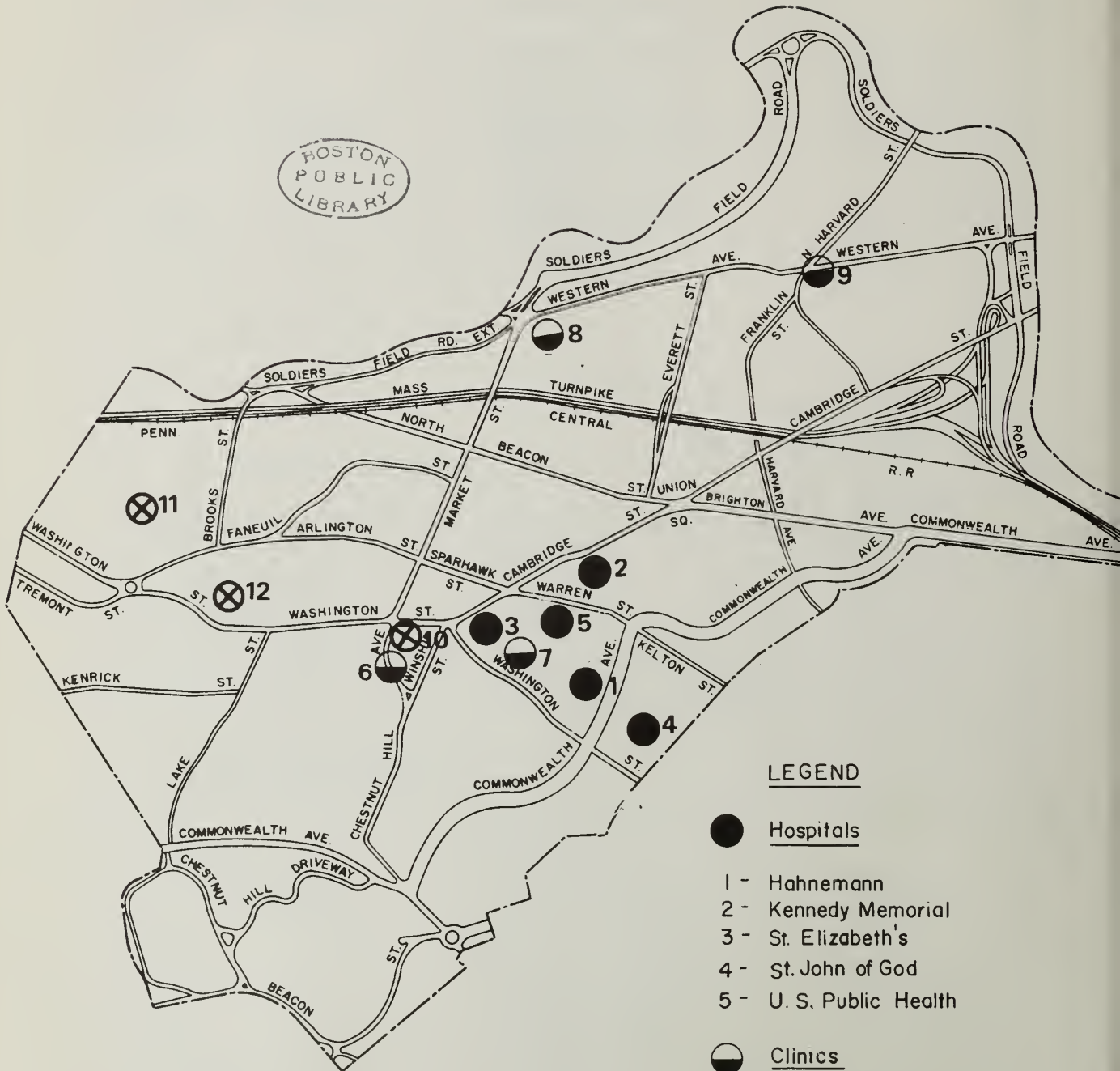
TABLE 26 (continued)

MALLS & SQUARES

<u>Name</u>	<u>Location-Map Reference</u>	<u>Acres</u>
Brighton Square	Chestnut Hill & Academy Road	0.6
Chiswick Road	Commonwealth & Sidlaw	0.6
Cunningham Square	Cambridge & Murdock	0.2
Fern Square	Franklin & Fern Square	0.1
Jackson Square	Chestnut Hill & Union	0.1
Oak Square	Washington & Faneuil	0.2
Public Ground	Cambridge & Henshaw	<u>0.1</u>
	TOTAL	349.4

Numbered facilities are shown on Map 13.

HEALTH FACILITIES

LEGENDHospitals

- 1 - Hahnemann
- 2 - Kennedy Memorial
- 3 - St. Elizabeth's
- 4 - St. John of God
- 5 - U. S. Public Health

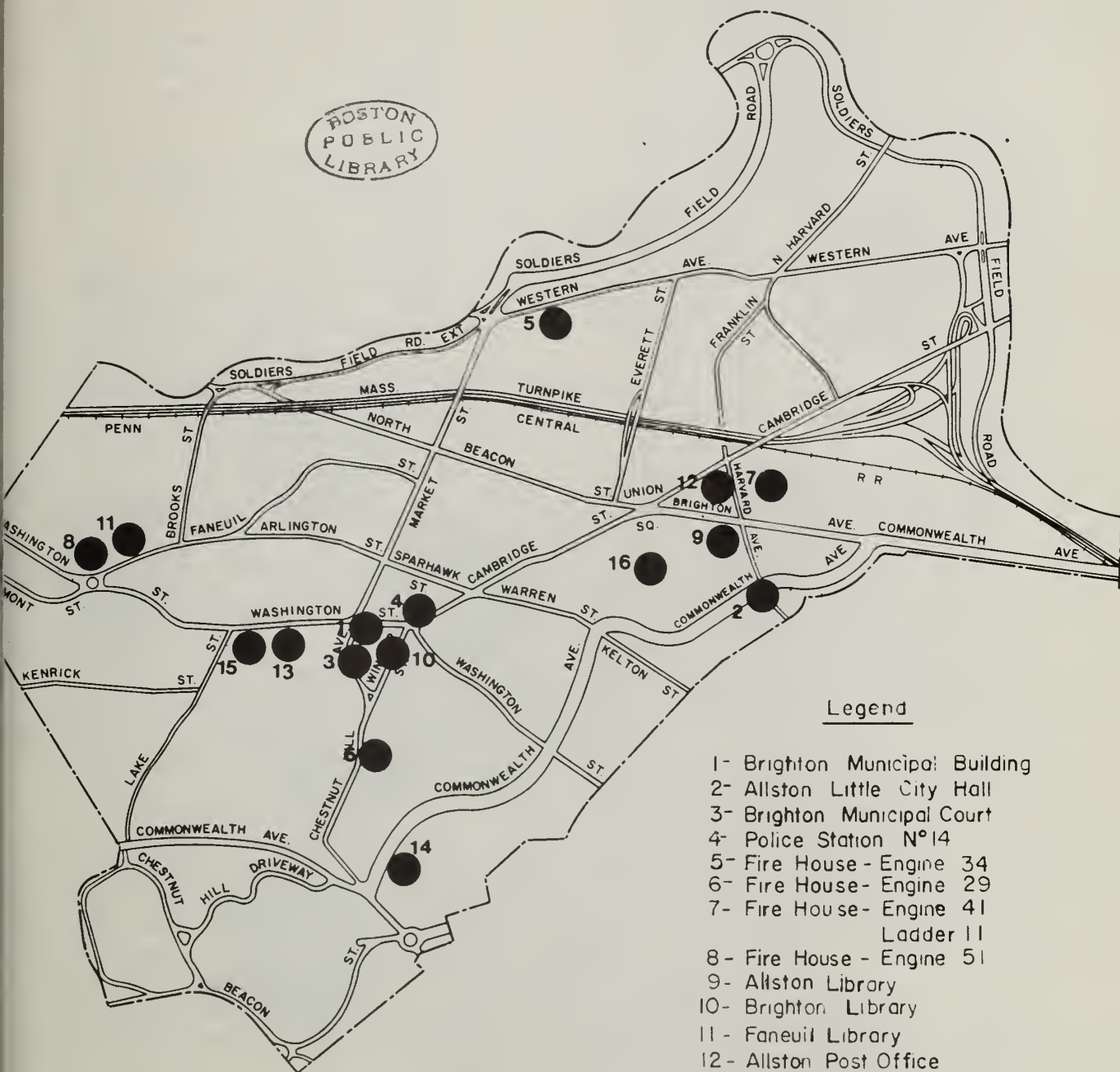
Clinics

- 6 - Courthouse (Dental)
- 7 - St. Elizabeth's
- 8 - Storrow School
- 9 - North Harvard (Planned)

Other Health Facilities

- 10 - Brighton Court Clinic
(Mass Mental Health Center)
- 11 - Critteton Hastings House
- 12 - Project Turnabout

OTHER COMMUNITY FACILITIES



Legend

- 1- Brighton Municipal Building
- 2- Allston Little City Hall
- 3- Brighton Municipal Court
- 4- Police Station N°14
- 5- Fire House - Engine 34
- 6- Fire House - Engine 29
- 7- Fire House - Engine 41
Ladder 11
- 8- Fire House - Engine 51
- 9- Allston Library
- 10- Brighton Library
- 11- Faneuil Library
- 12- Allston Post Office
- 13- Brighton Post Office
- 14- Jewish Community Center
- 15- YMCA
- 16- West And House

both the hospital and at the Storrow School. The Massachusetts Mental Health Center provides counseling services at the Brighton District Court.

Supplementing these clinics is the school health program. Four circulating nurses are assigned to the Allston-Brighton public schools to carry out periodic examinations and immunization programs.

The Visiting Nurse Association provides local personalized care. This city-wide service provides part-time nursing care and other therapeutic services at home. In 1969, about 10% of all service visits in the City of Boston were made to residents of Allston-Brighton. Despite broad community support, the agency is experiencing serious financial trouble and has forecast cutbacks in services.

c. Hospitals

Besides being conveniently located with respect to the many medical institutions affiliated with Harvard Medical School in the Fenway, Allston-Brighton has right within its boundaries, five hospitals serving varying needs. The largest hospital in the District is St. Elizabeth's Hospital, a short-term general hospital operated by the Roman Catholic Archdiocese of Boston, and affiliated with the New England Medical Center. With 420 beds, St. Elizabeth's is exceeded only by Boston City Hospital, and the Huntington Avenue Veteran's Administration Hospital in bed-capacity in the entire City of Boston.

Two small hospitals are located in Allston-Brighton. St. John of God, operated by the Roman Catholic Archdiocese, is a long-term chronic care hospital with 101 beds. The Archdiocese is presently reviewing the status of this facility and has indicated that it might be closed. Hahnemann Hospital is a short-term general hospital with only 65 beds.

Allston-Brighton is also the home of two hospitals having very large service areas. The Joseph P. Kennedy Memorial Hospital for children provides services in acute pediatric care. The U.S. Public Health Service operates a general hospital primarily for Coast Guard and other military personnel and their dependents. The U.S. Public Health Service has indicated that the facility may be closed in the near future or converted to a different use.

d. Other Health Facilities and Programs

These specialized health facilities and programs are located in the area:

Project Turnabout is a self-help drug program run by ex-addicts, providing residential treatment for drug abusers and preventive and education programs for interested persons.

The Crittenton Hastings House is a maternity home for unmarried mothers with both a day and residential program providing social services, school and a pre-natal clinic.

The Local Advisory Council on Alcoholism, formed under the auspices of Action for Boston Community Development (ABCD) in cooperation with the local Area Planning and Action Council is the first of its kind in the City. This group is presently seeking federal funds through the Office of Justice Administration to carry out a comprehensive program to rehabilitate alcoholics.

4. Other Community Facilities (See Map 15)

Other public facilities are provided for at the community level. These include the Brighton Municipal Building (auditorium, gymnasium, public bath), the Allston and Brighton Little City Halls, the District Police Station and County Courthouse, and four Fire Stations. Several studies concerning the consolidation and construction of new fire stations have been undertaken but no changes or improvements have proceeded beyond the proposal stage.

Allston-Brighton is served by two branches of the Post Offices. The Harvard Avenue Branch is a new facility and the Washington Branch has plans to relocate in large quarters. Three branches of the Boston Public Library serve the Allston-Brighton community. The Brighton branch, dedicated in April 1970, is the largest library in the community. The Allston branch is small and inadequately housed on the second floor of a commercial structure.

Many of the buildings listed on the following table are over 40 years in age and have not been remodelled. The ages and dates of remodelling for each of the above listed public facilities is summarized in Table 27.

TABLE 27

ALLSTON-BRIGHTON: Other Community Facilities

<u>NAME</u>	<u>YEAR BUILT</u>	<u>YEAR REMODELLED</u>
<u>Civic Buildings</u>		
Brighton Municipal Building	1925	1931
Allston Little City Hall	1968	
County Courthouse	1931	
District Police Station	1891	
<u>Fire Stations</u>		
Western Ave.	1887	1924
Chestnut Hill Ave.	1929	
Faneuil Street	1913	1937
Harvard Ave.	1891	1947
<u>Post Offices</u>		
Brighton	1956	
Allston	1969	
<u>Libraries</u>		
Allston	1930	
Brighton	1969	
Faneuil	1932	
<u>Community Centers</u>		
Jewish Community Center	1956	
YMCA	1958	1970
West End Boy's Club	Under construction	

Summary

Allston-Brighton's community facilities are not aging gracefully. Schools in particular are old, obsolete and will have to meet increasing demands in the future with further parochial school closings. Neighborhood parks and playgrounds are inadequate and access to the large open areas is difficult. Several of the present health facilities have indicated that service cuts are imminent because of inadequate funding. Many public buildings in Allston-Brighton are in need of replacement, particularly fire stations, the District Office Station and the Allston Branch Library.

NEIGHBORHOOD AREAS

The community of Allston-Brighton is composed of a diversity of overlapping neighborhoods, as indicated on Map 16.

1. North Harvard

The most significant features of North Harvard are the barriers created by the Turnpike and its access ramps and the Penn Central Railroad Yard. These heavy transportation uses, as well as the large parcels of land owned by Harvard University have restricted residential and commercial development to two enclaves. The first area, between Commonwealth Avenue and the railroad, is characterized by obsolete buildings and inefficient site development of commercial and manufacturing uses there. The second enclave lies north of Cambridge Street. It is basically an old, family residential neighborhood, surrounded by commercial and industrial uses. The major physical problem of both sub-areas is deterioration.

The construction of the Turnpike and a general shift in the space requirements of commercial uses has aggravated the pattern of incompatible land uses and blighted environment. A major opportunity for revitalizing this neighborhood area for residential and commercial purposes exists. The Committee for North Harvard and Charlesview, Inc., have already provided a stimulus for improvements in the area through the construction of 212 units of new housing for low and moderate income families, as part of the North Harvard Urban Renewal Project. In addition, a program of code enforcement has been proposed

as a necessary step in improving and stabilizing this neighborhood.

2. North Allston

The basic structure of North Allston, is similar to that of North Harvard. The railroad, turnpike, Western Avenue, and the land owned by Harvard University act as dividers, separating and isolating several residential and commercial sub-areas. The residential sections are located in the vicinity of Union Square, North Harvard and Waverly Streets. This area has recently experienced a significant increase in students.

Modern commercial uses with ample parking and discount merchandising and several new office buildings are located between Western Avenue and Soldier's Field Road. However, as in North Harvard, industrial uses adjacent to Everett Street and the Turnpike are characterized by deterioration and inharmonious patterns of land use.

Several programs and studies have been or are proposed to be undertaken to up-grade the environment of North Allston. These include the Waverly Street project, a code enforcement program, and a study of the manufacturing areas south of the Turnpike. (For further discussion on these projects, see Section III, Current Improvement Programs).

3. South Allston

The neighborhood area of South Allston is the western gateway to downtown Boston with access and public transit on Brighton and Commonwealth Avenues. These streets, along with Harvard Avenue, also provide the major focus for apartments and commercial uses. Lower density residential areas are interspersed on local streets throughout the neighborhood.

Residential properties in South Allston are, for the most part, in good condition, although areas contiguous to commercial uses show signs of deterioration. While the commercial properties in South Allston are generally in fair to good condition, they have little or no room for expansion. In addition, since parking facilities are at a premium in the area, automobile and trucks generated by these uses add to a generally congested traffic situation.

In 1960, South Allston had a relatively high percentage of elderly (19%) compared to other sections

of the District and the City as a whole. This figure dropped to 15% in 1970, largely as a result of an influx of Spanish families as well as a large increase in the number of students who are gradually displacing the elderly in this area.

Despite its problems, the South Allston area has many assets. The residential buildings along Commonwealth Avenue are distinctive landmarks. The area's easy access to downtown Boston and Boston's western suburbs makes this area a highly desirable location.

4. Brighton Center

Brighton Center, situated at the convergence of Cambridge, Washington, Market and Chestnut Hill Streets, in the focus of varied commercial and institutional activities serving the Allston-Brighton community.

Brighton Center has a good cross section of community facilities, including Brighton High, Taft Junior High and Hamilton Annex Schools, St. Elizabeth's and Kennedy Hospitals, and a municipal building, district court, police station, health clinic and library. A variety of local retail and service establishments are located in Brighton Center. In recent years, drive-in food service establishments have proliferated in the area, resulting in problems of sign control, congestion and under-utilization of land at locations where more intense development might otherwise occur.

Although many large distinctive homes are located in the immediate vicinity of Brighton Center, commercial and institutional expansion, as well as the demolition of an increasing number of these homes. The future of the Brighton Center area depends in a large part upon how the competition for land is resolved among higher density commercial, institutional and residential land uses.

5. Faneuil

The Faneuil area is primarily a well-maintained lower density residential neighborhood. Except for the Faneuil public housing project, most of the area's housing stock consists of one and two-family detached dwellings. The area is served by commercial centers located on the edges at Brighton Center and Oak Square.

The population data for 1970 showed that this neighborhood had a large number of youths under 15

years of age (24% of the total population compared to 16% for the District). Only North Allston, with 26% had more children (See Table 2). Recognizing the need for an additional recreation facility in this area, the City's Public Facilities Department, on the recommendation of the Boston Redevelopment Authority and the Allston-Brighton Local Advisory Council, recently transferred the Hobart-Raneleigh site to the Parks Department for development as a neighborhood park.

6. Oak Square

The Oak Square area is a residential neighborhood similar in character to Faneuil, with single, two and three-family structures in sound condition. This area is the advantage of several natural features including Chandler's Pond, Cenacle Convent Hill and Nonant Hill.

The major commercial center of this neighborhood is located at Oak Square where building conditions range from good to poor condition. Because of competition from recently developed large discount shopping centers, the future of many of the commercial uses here is in doubt.

The pressure for housing construction in Allston-Brighton is presently being felt at Oak Square and along Tremont Street. Several private apartment buildings have been constructed in recent years and others are being planned. Topography, access and availability of sites have facilitated this trend for residential construction. The Boston Housing Authority is interested in a parcel of land owned by the MBTA once used as a streetcar turn-around, as a site for elderly housing. The newly formed Oak Square Civic Association has indicated an interest in playing a primary role in reviewing various development proposals as well as advancing programs on their own to stabilize and upgrade their neighborhood.

7. Aberdeen

The Aberdeen neighborhood area is characterized by single and multi-family homes in sound condition bounded by major institutions, open spaces and apartment structures on Commonwealth Avenue, Lee Street and Washington Street. The Kirkwood-Radnor Street and the Leamington Road areas contain the first suburban-type developments in the City of Boston, built around 1890 when Commonwealth Avenue was extended to Chestnut Hill Reservoir. The residents include a

erly, families and students. The latter are concentrated in the South Street and Commonwealth Avenue areas.

The major institutional uses provide the neighborhood area with its outstanding landmarks and open spaces, including St. John's Seminary, the Boston College Law School, the Cardinal's residence and the Rogers Playground. The major neighborhood groups in the area are the Aberdeen and Lake Shore Improvement Associations.

Chestnut Hill-Cleveland Circle

Chestnut Hill-Cleveland Circle has a great deal of park and open space such as Chestnut Hill Park, the MDC Reservation and Evergreen Cemetery. The MDC Water Works on Beacon Street provides a park-like setting, as does the nearby Boston College campus. The remainder of this sub-area is residential, with a considerable amount of commercial activity at Cleveland Circle and along Commonwealth Avenue.

Apartment buildings of ten units or more predominate along the major through streets with large one and two-family structures on interior roads. Some of these streets, e.g., Lamark and Kilsyth, were developed at the same time as the nineteenth century suburbs in Aberdeen mentioned earlier. Chestnut Hill-Cleveland Circle has an unusually high concentration of elderly persons over 65 years of age with 23% compared to just 10% for all of Allston-Brighton, and 12% for the City of Boston. (See Table 2).

A major concern of this neighborhood area and adjacent Aberdeen is the possibility that institutional expansion may result in encroachment on residential areas.

Summary

The neighborhood areas of Allston-Brighton have diverse characteristics, problems and opportunities. These include proximity to downtown Boston and the western suburbs, a variety of residential areas, mixed industrial and institutional base, and several new shopping areas and office developments.

Land use incompatibility has given rise to blight and building deterioration, particularly where residences meet commercial and industrial uses. Traffic congestion, lack of sufficient off-street parking, property neglect and

obsolescence also contribute to this problem. In addition, institutional expansion and the changing character of commercial activity have had a negative influence on the stability of Allston-Brighton. Many of these liabilities, however, can be overcome if more neighborhoods took an active role in coping with the many problems facing the community.

K. COMMUNITY ORGANIZATIONS

In addition to the Allston-Brighton Local Advisory Council, a wide variety of community organizations are active in Allston-Brighton. Some of these groups focus on community-wide problems, others on concerns only of interest to a particular neighborhood. The success or failure of the District Planning Program is largely dependent upon the energy and resourcefulness of these groups. Below is a brief description of the activities of each.

1. Community Service and Improvement

The organizations described below sponsor programs which meet the needs of Allston-Brighton in a wide variety of areas.

a. Allston-Brighton Area Planning Action Council

The Allston-Brighton APAC strives to involve residents with existing agencies by determining the needs of the community, formulating goals, objectives and programs, and seeking solutions to community problems. The Council is sponsored by Action for Boston Community Development and funded by the Office of Economic Opportunity.

b. Police-Community Relations Group for Allston-Brighton

Station 14 officers meet with the community residents to harmonize the needs of the community and the work of local police. The group is sponsored and funded by the Boston Police Department.

c. Community Education Project

The purpose of the Community

Education Project is to develop a community school program which includes adult education programs and Saturday learning programs and field trips for the youth. The group is sponsored by the Boston School Department and APAC and funded by charities.

d. Allston-Brighton Inter-Agency Council

The Allston-Brighton Inter-Agency Council consists of representatives of various community organizations, hospitals, and services who meet to exchange information and to work together in improving community services.

e. Allston Board of Trade

The Allston Board of Trade lists 125 Allston merchants who handle all legislative affairs and oversee commercial development in the Harvard Avenue business community.

f. New Washington-Allston School Committee

The New Washington-Allston School Committee consists of local residents who work with the Boston School Department and the Public Facilities Department on educational prospectus, architectural design and siting of the new Washington-Allston School.

g. Brighton Legal Assistance Project

The Brighton Legal Assistance Project, sponsored by the ABCD and Boston Legal Aid Society, Inc., and funded by OEO, provides legal assistance to low income families either free of charge or for a nominal fee. The project caseload includes family problems, housing/rental cases, welfare rights, social security and drafting counseling.

h. Allston-Brighton Community Tenant's Union

The Allston-Brighton Community Tenant's Union was organized to become a bargaining agent with landlords as well as a lobby for rent control legislation. The area is also served by the Boston Area Congress for Tenant's Rights, the Neighborhood Action Group (NAG) working through the Jewish Community Center and Citizens United for Tenants (CUT).

i. Brighton-Allston Community Health Corporation

The Brighton-Allston Community Health Corporation works to improve and expand physical and mental health services in the community. The organization

is sponsored by APAC and funded by OEO. Program the agency include the Fidelis Information and Ref Center and the Boston Family Planning Program. group is presently planning a neighborhood health c in the North Harvard Renewal Project Area.

j. Allston-Brighton Arts Council

The Allston-Brighton Arts Council conc workshops, guest lectures, and audio-visual program the arts. It is sponsored by APAC and funded by pr contributions.

k. Brighton Historical Society

The Brighton Historical Society is interester locating space to display Brighton's mementos memorabilia. An architectural survey of the commu is currently underway with the assistance of the Bc Historical Landmarks Commission.

l. Headstart Program

The Headstart Program for pre-kindergarten children from low income families is designed to ei the child's experiences with an emphasis on p participation. The program is funded by the Depart of Health, Education and Welfare (HEW) and spons by APAC.

2. Neighborhood Improvement

Within Allston-Brighton are a number of gr with more localized concern.

Several organizations are concerned with preve physical blight and controlling juvenile delinqu Aberdeen Improvement Association, Lake S Improvement Association,, and Oak Square Association.

The Allston Civic Association, Inc., is conce with getting better representation on the City Co and obtaining better services for this section of community.

Charlesview, Inc., and the Committee for N Harvard provide management and tenant selection fo federally assisted North Harvard Street develop Both groups are sponsored by inter-faith church gr community leaders and the Federal Government.

Schools in the area participate in Home and School Associations through which parents attempt to broaden instruction, to improve the maintenance of the school buildings, and to raise funds for special purposes.

3. Elderly

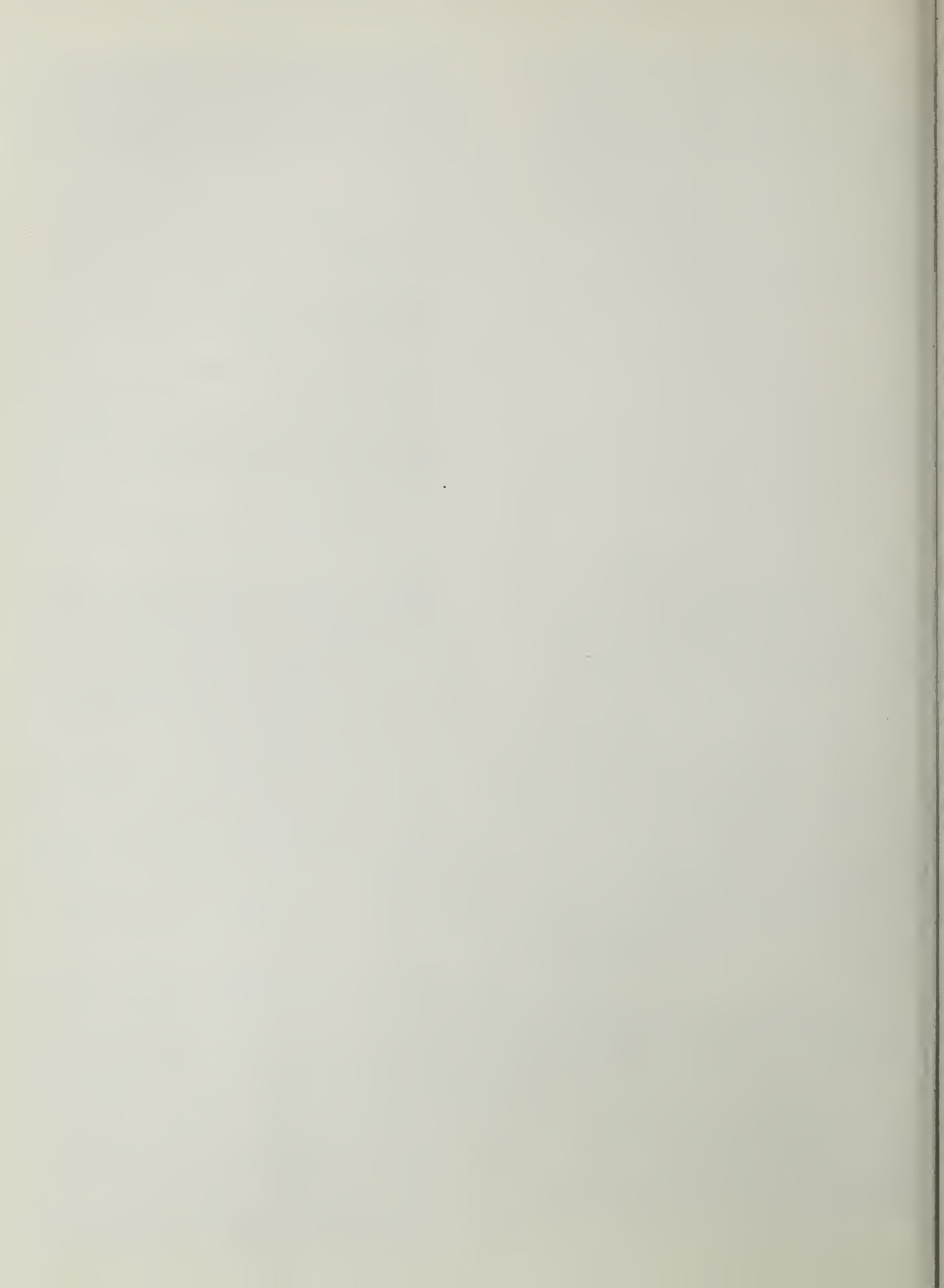
The following clubs conduct a variety of programs and activities for senior citizens:

Chestnut Hill Golden Age Club
Washington Heights Elderly
Faneuil Golden Age Club
Allston-Harvard Golden Age Club
Fidelis Way Elderly
Young Israel Elderly
Brookline, Brighton, Allston Elderly
Kehillath Israel Golden Age Club
Brighton Municipal Building Golden Age Club
Kadimah Synagogue Elderly

4. Summary

A variety of community organizations exist in Allston-Brighton. Some of these groups are concerned with community services and others with neighborhood improvement. These groups are often instrumental in identifying problems, and in the drafting and implementation of plans for improving neighborhood areas and Allston-Brighton as a whole.





III. MAJOR PROBLEMS and ISSUES

HOUSING AND A GROWING STUDENT POPULATION

While surrounding communities such as Newton and Brookline generally have maintained their suburban character and have continued to attract families with children, Allston-Brighton has increasingly become the home of elderly residents and young transients. Like Cambridge and the Back Bay-Fenway area, Allston-Brighton has absorbed a large percentage of Boston's student population. The location, age and condition of the housing stock, and the availability of public transit makes the area well-suited for young people attending nearby colleges and universities.

The university environment is also attractive to young professionals and secretarial personnel who make further demands upon housing market. Shared apartments to meet increasing rents is a common practice of both students and young working people.

Certain segments of the population, particularly the elderly and other low income families, are unable to find suitable housing as a result of rising rents in Allston-Brighton. Although it is tempting to criticize students, university housing policies, or governmental agencies for the distressing housing situation in the District, it is important to note that many forces are at work which influence the economics of the housing market - including the supply and rent levels. New housing construction is a critical need throughout the City, but few areas are experiencing much intense demands for housing as in Allston-Brighton.

3. NON-RESIDENTIAL LAND USES

A major problem in Allston-Brighton concerns the haphazard mixture of land uses resulting in under-developed or improperly developed land. One of the major tools the City has to encourage harmonious land use and usage is zoning. However, instead of discouraging conflicting uses and promoting sound development patterns, the existing zoning map reinforces the present jumbled land pattern. Certain areas with a variety of conflicting uses could be re-zoned to permit more appropriate types of development.

Allston-Brighton lacks a strong community shopping center. In addition, several neighborhood shopping areas are in a serious state of obsolescence and

blight. Once major commercial areas, along Washington Street-Market Street and Brighton Avenue-Harvard Avenue, have been changing in nature and declining in importance.

One of the reasons for this trend is the invasion of quick-stop, short-older franchise drive in restaurants, dating bars, boutique clothing stores, and other retail establishments which primarily service students and young adults. In many cases, these new stores have replaced or displaced commercial facilities which have long provided the basic goods and services required by permanent residents.

Allston-Brighton's commercial areas have not completed successfully with neighboring shopping districts, accessible by Mass Transportation such as Coolidge Corner in Brookline, and Harvard Square in Cambridge. New stores with modern merchandising and ample parking (such as Turn-Style, Star Market and Big Buy) located on Western Avenue and Soldiers Fields Road as well as Chestnut Hill Shopping Center have captured part of the market formerly served by the local business areas in Allston-Brighton but probably do a larger share of their business with motorists from other areas.

The industrial areas of Allston-Brighton are, in many cases, deteriorated and under-utilized. This condition is a consequence of obsolescence brought about by changing technology, poor access (particularly the area between North Beacon Street and Massachusetts Turnpike) and adjacent residential properties which restrict expansion of industrial uses. At the same time, the industrial areas have a deteriorating influence on the surrounding residential neighborhoods.

Given the importance of industry to Allston-Brighton and the City of Boston, an effort should be made to establish zones of industrial activity which are more intensively developed but clearly separated from residential areas.

C. TRAFFIC AND PARKING

Like other sections of Boston, Allston-Brighton developed with a core-oriented transportation system which gave the street pattern in this area an east-west orientation. North-South movements within and through Allston-Brighton (particularly from Brookline to Cambridge along Cambridge and North Harvard Streets) are difficult and congested. North-South traffic must

utilize streets such as Chestnut Hill Avenue and Harvard Street which pass through residential and commercial zones. These streets are not wide enough to carry the existing flow of traffic, and the intersections are poorly designed. Present development greatly impedes improvements in street realignment, widening and channelization

The flow of traffic into Watertown should be eased somewhat by the completion of the grade separation of the intersection of Soldiers Field Road and Market Street. Coordination of traffic signal timing might alleviate part of the congestion along Cambridge Street resulting from the Allston-Brighton interchange of the Massachusetts Turnpike Extension. If the proposed Inner Belt were constructed, some traffic might be diverted from passing through the community, but movement between Allston-Brighton and the immediately adjacent communities of Watertown, Newton, Brookline, and Cambridge would not be affected.

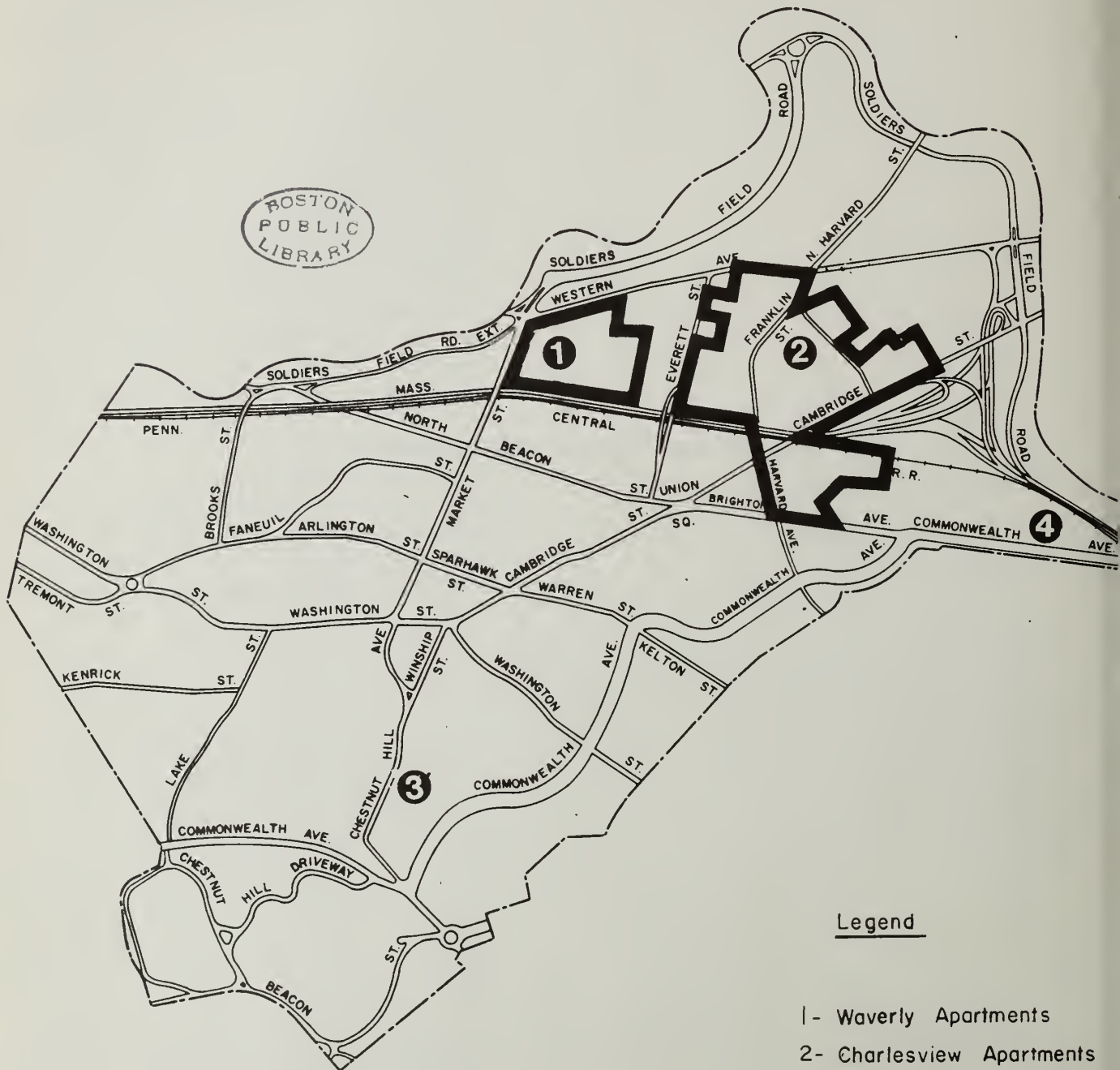
The lack of sufficient off-street parking in commercial areas places additional limitations on access in and around Allston-Brighton, while inhibiting sound commercial development. The problem of parking is further complicated by the large number of apartment houses which do not have sufficient parking for their tenants.

D. CONCLUSION

This section has not discussed all the problems and issues facing the residents of Allston-Brighton, but just those factors which will probably have the greatest impact upon the future quality of life in the community. One of the most urgent needs is to resolve the conflict between the growing student age population and the other residents of Allston-Brighton. Another concern is to alleviate incompatible land uses, to eliminate blighting and deteriorating commercial and industrial structures, and to maintain and strengthen the commercial and industrial areas within the community. A final objective might be to relieve traffic congestion and ease the parking shortage.

IV. CURRENT and PROPOSED IMPROVEMENTS

CURRENT AND PROPOSED HOUSING IMPROVEMENT PROGRAMS



Legend

- 1- Waverly Apartments
- 2- Charlesview Apartments
- 3- Ulin House
- 4- Babcock Towers

**Proposed Code
Enforcement Areas**

HOUSING (See Map 17)

1. North Harvard Urban Renewal Project

A 6.6 acre site at the intersection of Western Avenue and North Harvard Street is presently being developed for 212 units of housing by the Committee for North Harvard Street, Inc., a broadly based community group. When complete, the project will contain low and moderate income housing including 72 one-bedroom, 40 two-bedroom, 60 three-bedroom, and 40 four-bedroom units. Rents will range from \$105 to \$175 per month. The Boston Housing Authority will lease approximately 50 units scattered throughout the complex for low-income families.

Also included in the development will be small shops, off-street parking for 200 cars, a playground, a health unit, a child day-care center and meeting rooms. Expected occupancy is Summer, 1971.

2. Waverly Apartments

Construction has begun on a 100 unit garden apartment complex to be located on 4.7 acres of vacant land, near Waverly Street in North Allston. The private development was approved as a Chapter 121A Urban Redevelopment project by the City in 1965, and is being financed under the 236 program of the Federal Housing Administration. Rents for two and three bedroom units are expected to range from \$160 to \$180 a month.

3. Jewish Community Housing Development

A twelve-story complex for the elderly including 240 housing units and dining facilities is nearing completion on a nine acre site between Wallingford Road and Chestnut Hill Avenue.

The project is being developed by the Jewish Community Foundation under a 121A agreement with the City, which calls for construction of an additional 120 units.

4. Babcock Street Towers

A 22 story housing development containing 207 units of low, moderate and upper income units is scheduled to be constructed on Babcock Street at Commonwealth Avenue. The plan, worked out

under the Planned Development Area provisions of the Zoning Ordinance, provides for 25% of the units to be reserved for low income elderly tenants.

5. Code Enforcement

Recent B.R.A. surveys have indicated that housing quality declined between 1960 - 1970. This trend could have serious consequences for the stability of existing residential areas in Allston-Brighton. Portions of the North Allston and North Harvard areas have been proposed for assistance under the Federal Concentrated Code Enforcement Program. The main purpose of this program is to reverse the trend toward deteriorated housing by providing low interest, long-term loans to homeowners for rehabilitation. In addition, public improvements such as repairing streets and sidewalks and planting trees would be made. An application is currently being prepared for submission to the Federal Government for approval. However, this program will cover only a portion of the community, necessitating other efforts to deal with the problem of housing deterioration.

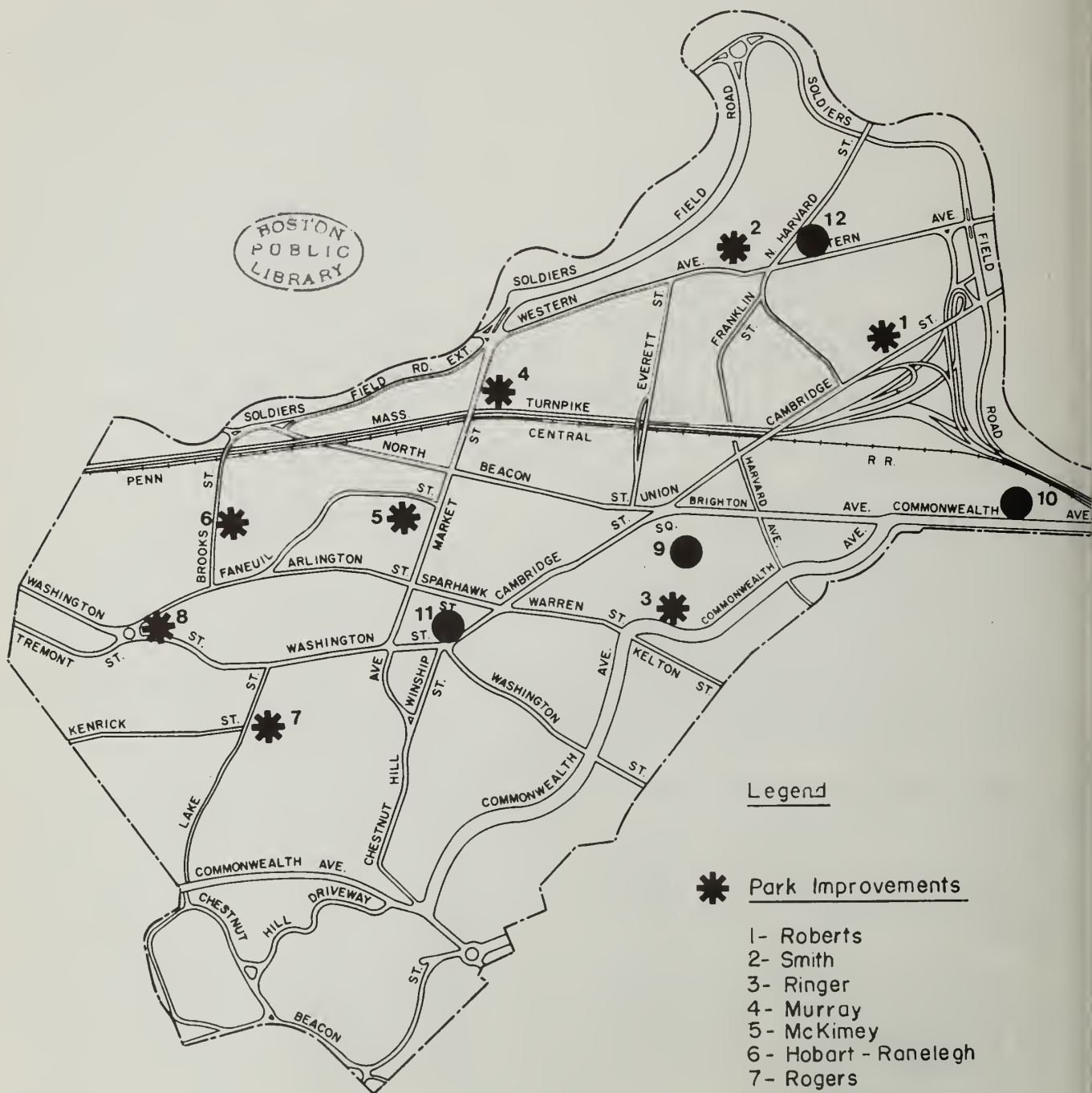
B. PARKS AND RECREATION (See Map 18)

Major improvements totalling \$556,000 are planned in Allston-Brighton for the period 1971-1972. This projected expenditure compares to only \$220,000 for 1968-1970. Recreational flood lighting will be installed at Rogers Park and Murray and McKinney Playgrounds. Hobart-Ranelegh, Oak Square, and Roberts Playgrounds will be constructed and refurbished. New play equipment will be provided at Ringer Park Playground and tennis courts will be installed at Smith Playground. As part of the Urban Beautification plans, Roberts Playground will be furnished with a tot lot, basketball court, tennis courts, quiet sitting area, trees and landscaping. McKinney Playground is scheduled for a basketball court, landscaping, trees and removal of the manhole from the tennis court.

C. COMMUNITY FACILITIES (See Map 18)

The new Washington Allston/Horace Mann School, which will replace the present Washington-Allston, Jackson and Horace Mann schools, will be constructed

CURRENT AND PROPOSED PUBLIC FACILITY IMPROVEMENTS



Legend



Park Improvements

- 1- Roberts
- 2- Smith
- 3- Ringer
- 4- Murray
- 5- McKimey
- 6- Hobart - Raneleigh
- 7- Rogers
- 8- Hardiman



Other Improvements

- 9- New Washington - Allston Horace Mann School
- 10- Boston Business School
- 11- Police Station Renovation
- 12- North Harvard Health Clinic

ite of Jackson School. The new facility will be a K-5 elementary school for 1,000 pupils and a special school for deaf students. The projected date is 1972.

The Public Facilities Department has scheduled the 14 Police Station for renovation. A new fire station is proposed for the Brighton Center area but a site has not yet been selected.

TRANSPORTATION IMPROVEMENTS

Streets

A variety of street improvements have taken place throughout Allston-Brighton during the past ten years and a number of others are presently underway.

Those completed or under construction include skim coating of nineteen streets, installation of mercury vapor lights on seventeen streets, construction and reconstruction of roads and the redesign and construction of Commonwealth Avenue as a divided roadway between Chestnut Hill Avenue and the Newton boundary line.

Improvements now in the planning stage consists primarily of projects to upgrade the operation of the District's major street system under the state and federally assisted TOPICS program (Traffic Operation Program to Increase Capacity and Safety). (See Map 19).

Already approved under this program is a project to improve approximately 20 intersections along Commonwealth Avenue from Kenmore Square to Lake Street. The existing traffic signals at these locations will be modernized and interconnected with each other to provide better coordination and smoother traffic flows. Work on this project is expected to begin in 1972.

A second project presently in the planning stage includes more than 50 additional intersections. Improvements in this project will include not only modernization of existing traffic signals but also the installation of new signals at several intersections which presently have none.

2. Public Transit

In an experiment to improve public transit service between Allston-Brighton and downtown, the MBTA has substituted buses for the trolley which ran between Kenmore Square and Watertown.

3. Parking

In an effort to reduce the problem of residential parking, the City has undertaken a special residential decal program. All citizens who have registered their cars in the City of Boston are eligible to receive a decal. Automobiles without a decal are subject to ticketing or towing for violation of the City's two-hour parking limit. Allston-Brighton is the first neighborhood area to benefit from the program.

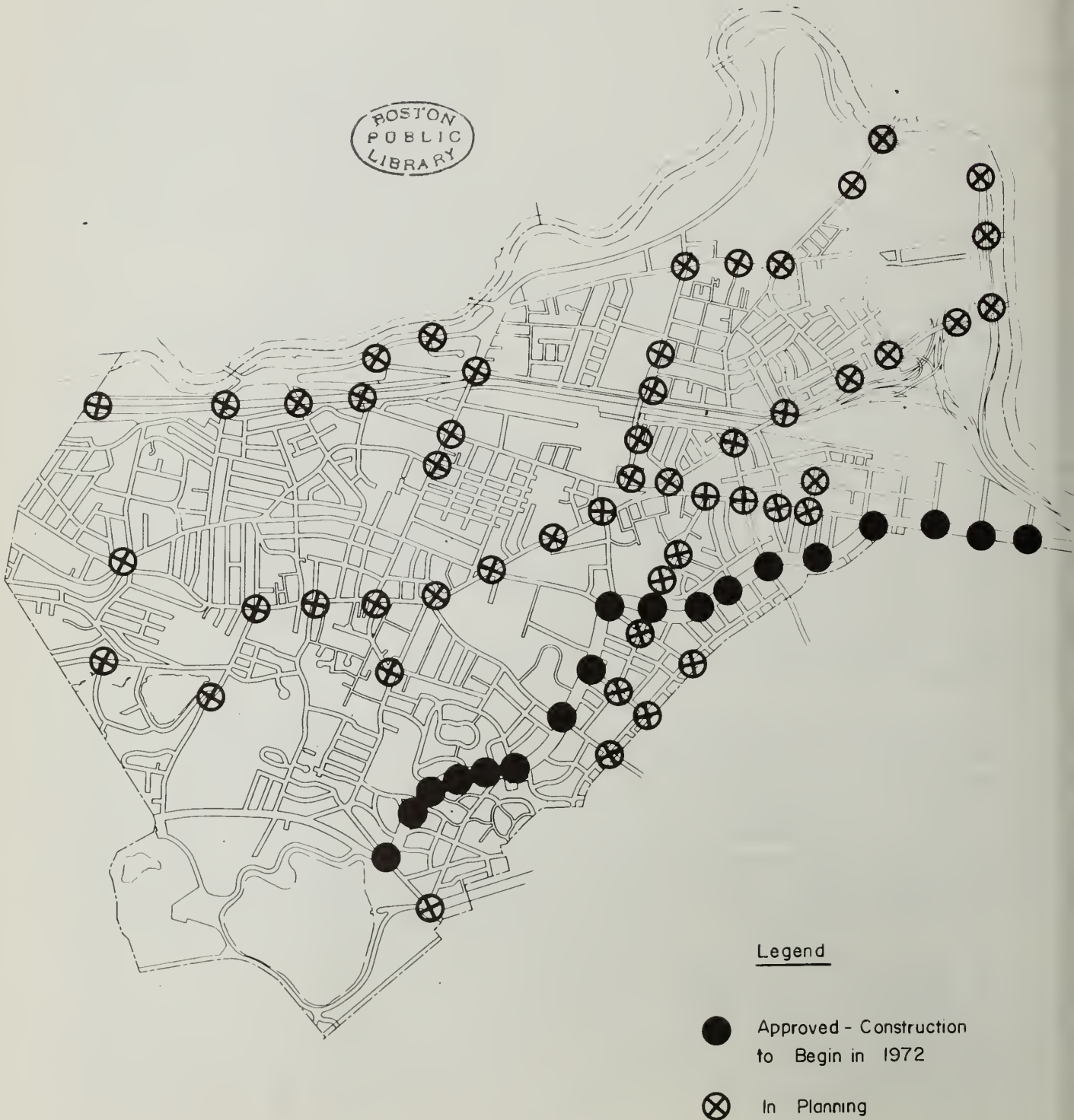
E. ECONOMIC DEVELOPMENT

The City's newly formed Economic Development and Industrial Commission has requested a grant from the Federal Economic Development Administration to finance a study of the problems and resources of an underutilized and blighted industrial area in Allston-Brighton. The proposed study area is bounded by the Massachusetts Turnpike, North Beacon Street and Cambridge Street.

F. CONCLUSION

The programs described above are a good beginning, but much more needs to be done. In particular, an ambitious program of housing construction and rehabilitation is urgently needed. In addition, the planned program for new community facilities is inadequate in terms of the many obsolete structures presently serving the area. The residents of Allston-Brighton must clearly identify priorities for action in their community and make these needs known.

TOPICS PROGRAM



ERRATA

Maps

1. Map 15 - SHOULD READ:

#6. FIRE HOUSE - ENGINE 29 - LADDER 11

#7. FIRE HOUSE - ENGINE 41 - LADDER 14

2. Map 17 - SHOULD SHOW:

AREA 2 (CHARLESVIEW APARTMENTS) AT THE INTERSECTION OF WESTERN AVENUE AND NORTH HARVARD STREET.

Tables

3. Table 11 - SOURCE: U.S. CENSUS 1970

4. Table 13 - SOURCE: U.S. CENSUS 1970

5. Table 20 - NOT NUMBERED

II

6. B-2 (paragraph 2 and 3) several lines missing. SHOULD READ:

...CHILDREN IN THE DISTRICT. THE HIGHEST CONCENTRATIONS OF CHILDREN IN ALLSTON-BRIGHTON ARE FOUND IN NORTH ALLSTON (26%) AND FANEUIL (24%) WHERE ONE, TWO AND THREE FAMILY HOMES PREDOMINATE.

PERHAPS THE MOST SIGNIFICANT FACTOR AFFECTING THE AGE DISTRIBUTION OF ALLSTON-BRIGHTON'S POPULATION IS THE PRESENCE OF INSTITUTIONS OF HIGHER LEARNING, BOTH WITHIN THE COMMUNITY AND NEARBY. WHILE PERSONS OF STUDENT AGE COMPRISE JUST 22% OF THE CITY'S POPULATION, THEY MAKE UP 28% OF THE POPULATION IN ALLSTON-BRIGHTON.

7. C-1b (lines 8-12) repeated. SHOULD READ:

WHOLESALE COMMERCIAL AREAS ARE LOCATED ALONG PORTIONS OF THE MAJOR TRANSPORTATION CORRIDORS OF COMMONWEALTH AVENUE, NORTH BEACON STREET, CAMBRIDGE STREET AND WESTERN AVENUE.

8. H-3c (first paragraph) SHOULD READ:

BESIDES BEING CONVENIENTLY LOCATED WITH RESPECT TO THE MANY MEDICAL INSTITUTIONS AFFILIATED WITH HARVARD MEDICAL SCHOOL IN THE FENWAY, ALLSTON-BRIGHTON HAS WITHIN ITS BOUNDARIES, FIVE HOSPITALS SERVING VARYING NEEDS. THE LARGEST HOSPITAL IS ST. ELIZABETH'S HOSPITAL, A SHORT TERM GENERAL HOSPITAL OPERATED BY THE ROMAN CATHOLIC ARCHDIOCESE OF BOSTON, AND AFFILIATED WITH THE NEW ENGLAND MEDICAL CENTER. ST. ELIZABETH'S HAVING 390 BEDS IS EXCEEDED IN BED-CAPACITY ONLY BY THE MASSACHUSETTS GENERAL HOSPITAL, BOSTON CITY HOSPITAL AND THE HUNTINGTON AVENUE VETERAN'S ADMINISTRATION HOSPITAL IN THE ENTIRE CITY OF BOSTON. ST. ELIZABETH'S RANKS

FIFTH IN THE CITY AS A MATERNITY HOSPITAL HAVING RECORDED 1610 BIRTHS.

III

9. B (paragraph 4 - line 2) SHOULD READ:

ALLSTON-BRIGHTON'S COMMERICAL AREAS HAVE NOT COMPETED SUCCESSFULLY WITH
NEIGHBORHOOD SHOPPING DISTRICTS...

1 Feb. 1972

